

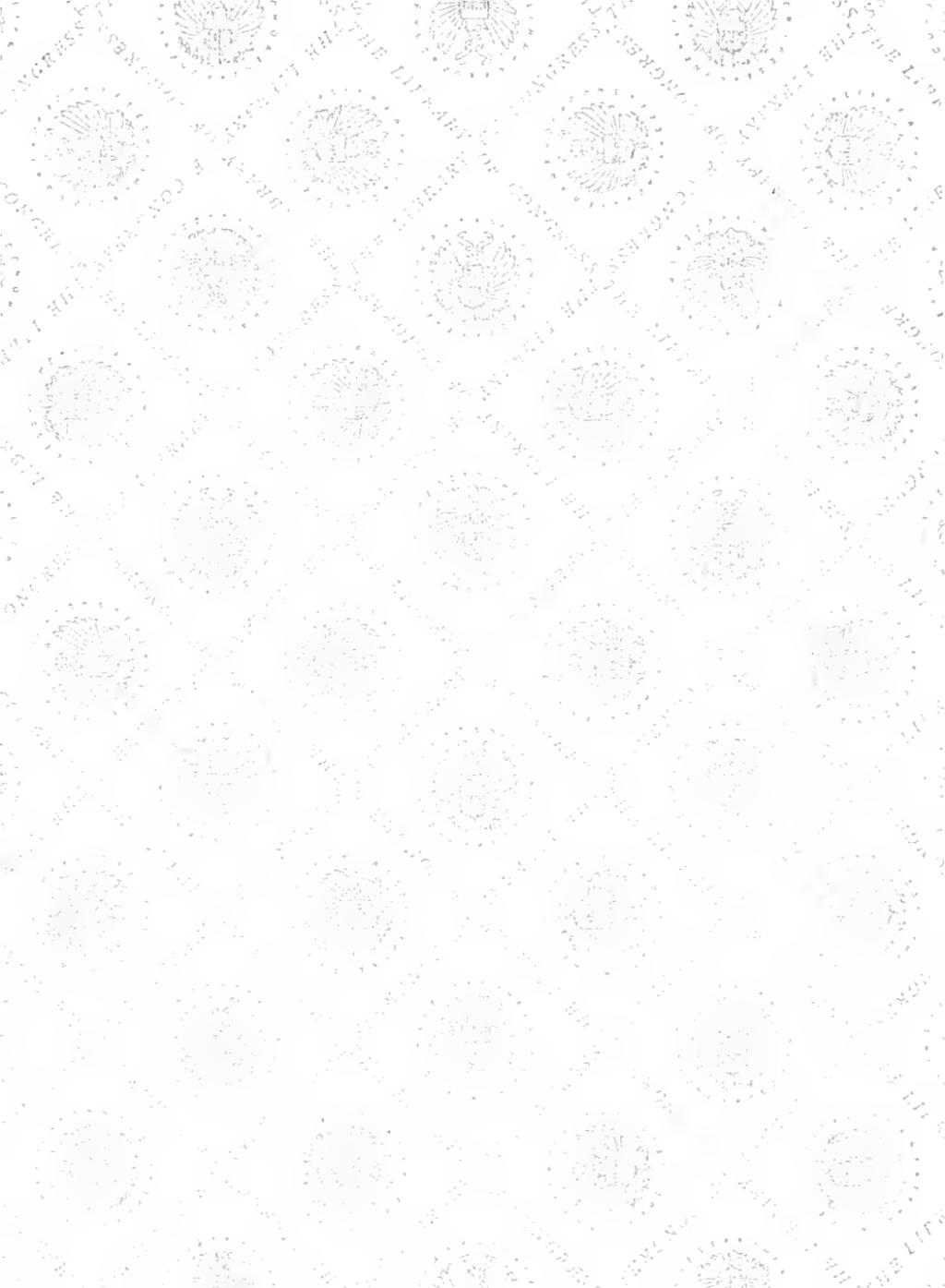
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HAND BOOK
OF THE

PENNSYLVANIA LINES

Containing Maps of Principal Cities

THE
HAND-BOOK
OF THE
PENNSYLVANIA LINES

BY

L. G. MCPHERSON,

OF THE

PASSENGER DEPARTMENT,

PENNSYLVANIA LINES WEST OF PITTSBURGH.

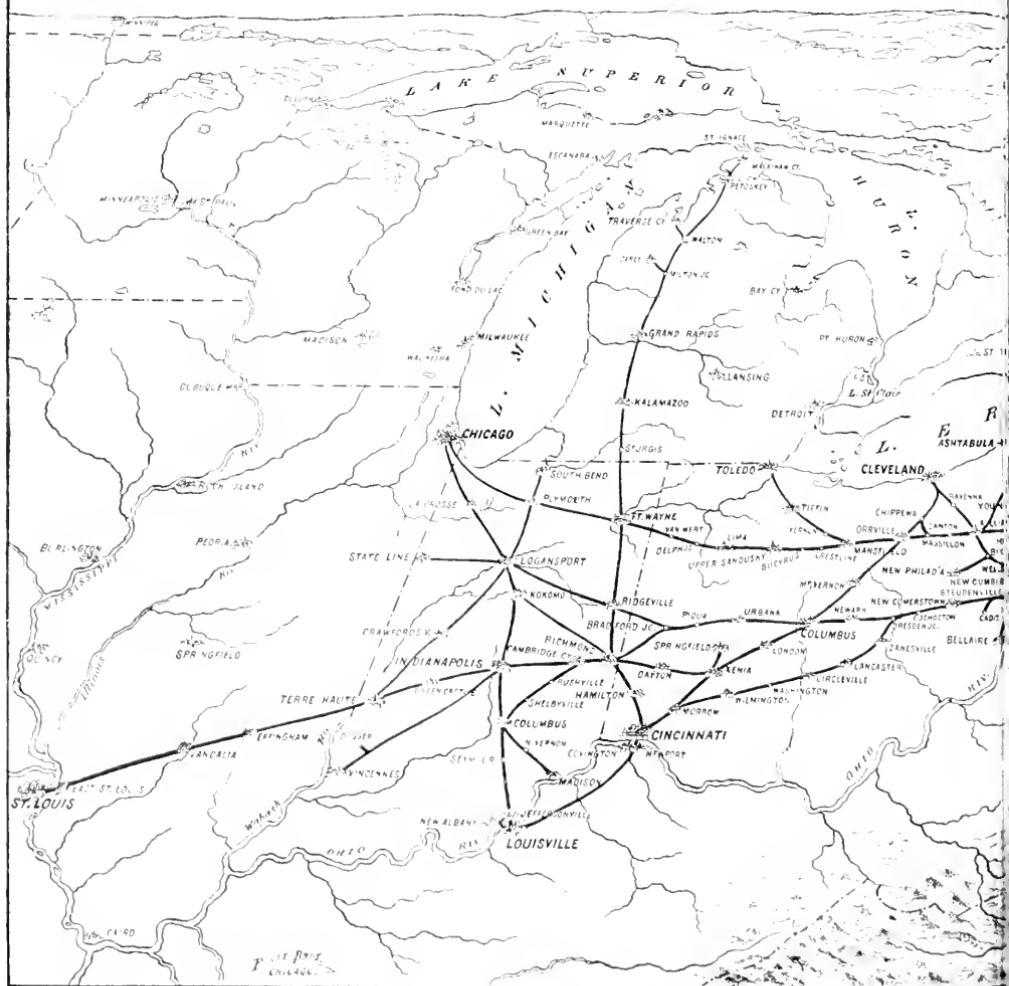
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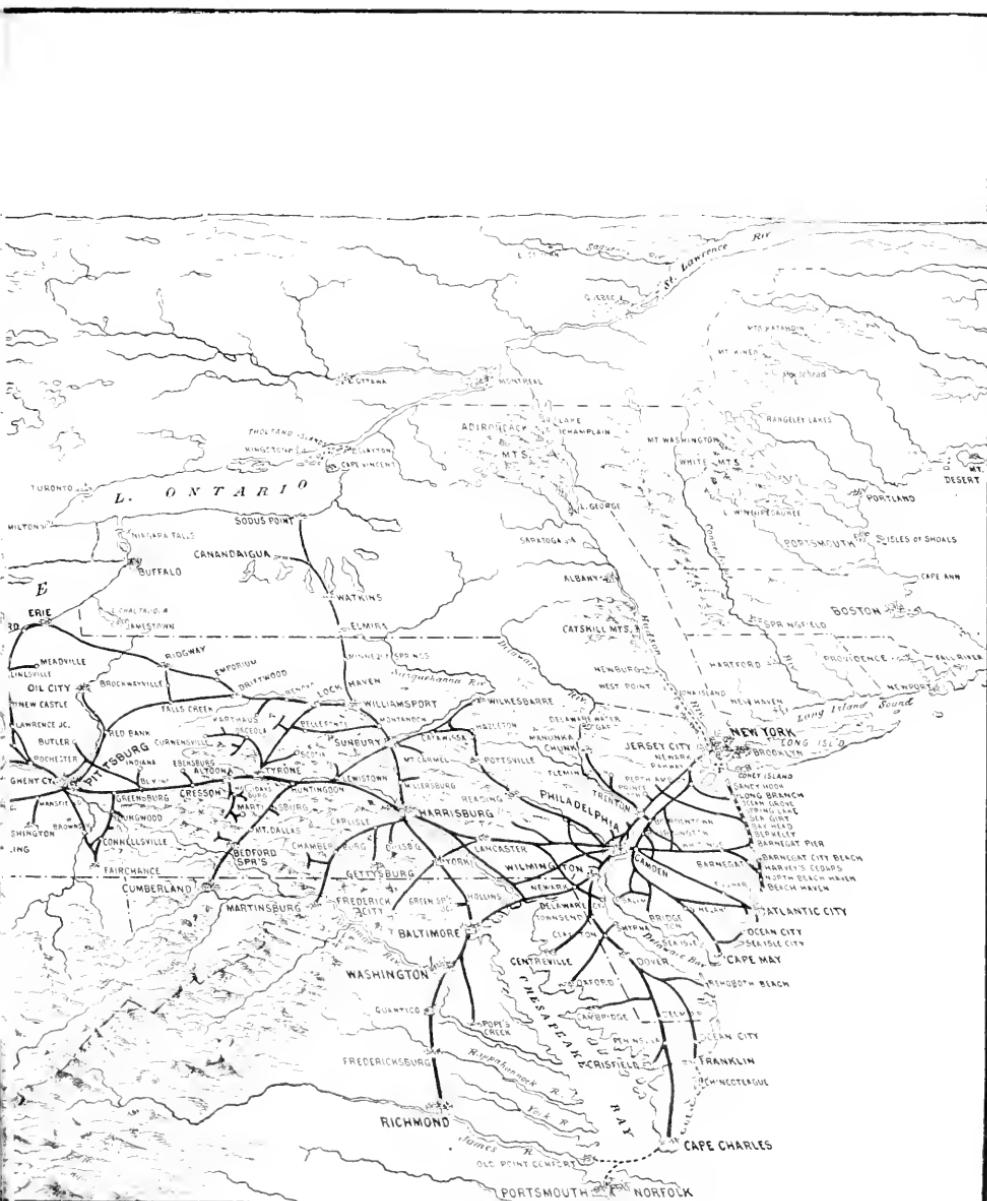
BY THE

PENNSYLVANIA LINES WEST OF PITTSBURGH.





THE PENNSYLVANIA



EM OF RAILWAYS

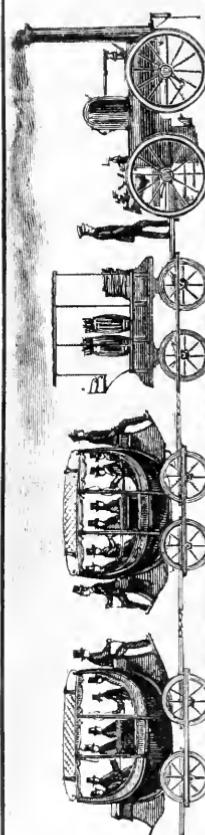
THE PURPOSE

F this "Hand-Book" is to give information that may be of use to travelers and to present some facts regarding the Pennsylvania System of Railways that may possess an intrinsic interest beyond any effect as an advertisement. The propensity for advertising that found means for extensive indulgence in the use of paper and printer's ink has, in recent years, given rise to an exuberance of form and statements that lack dignity and often exceed the truth. This distortion has affected the announcements of railway companies, and it has happened that railroads deficient in structure and equipment and forming circuitous routes have been most lavish in use of the printer's art and most extravagant in superlative assertion. In this "Hand-Book" there is not a statement that has not been carefully verified and the truth of which cannot be ascertained by the observation or investigation of any passenger over the Pennsylvania Lines.

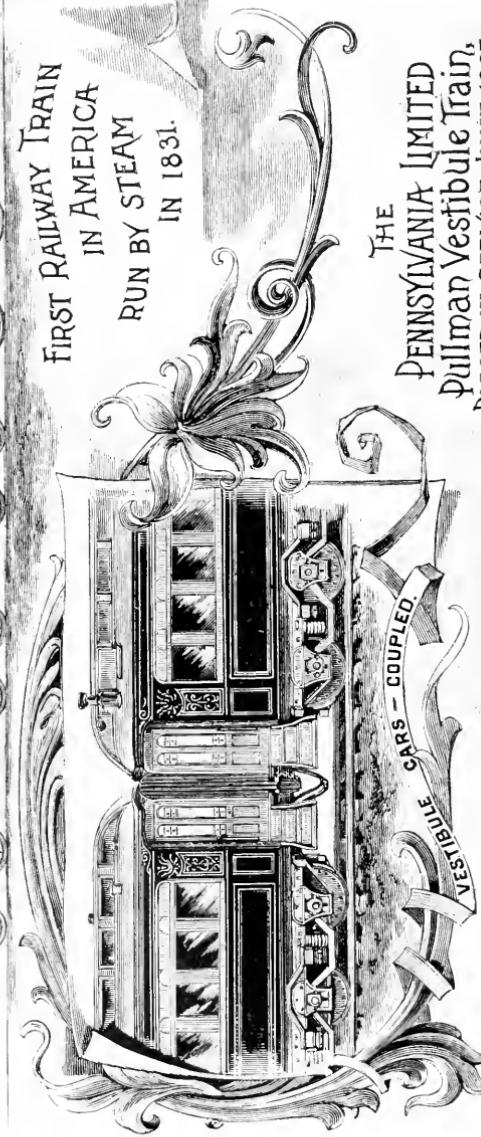
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FIRST RAILWAY TRAIN
IN AMERICA
RUN BY STEAM
IN 1831.



THE
PENNSYLVANIA LIMITED
Pullman Vestibule Train,
PLACED IN SERVICE, JUNE-1887.



GENERAL INFORMATION FOR PASSENGERS.

WAITING FOR THE TRAIN. When a person enters a depot or waiting-room with the bona fide intention of becoming a passenger he is entitled to such protection as the railroad company affords to passengers. Friends of his acquaintance may accompany him, and while waiting with him in the station a reasonable time before the departure of his train are entitled to the same protection. Though a railway station from its nature is a semi-public place, it is the property of the railway company and the company has a right to eject trespassers.

PURCHASE OF A TICKET. Tell the Ticket Agent plainly the kind of ticket you desire, your destination, and ask him its cost. Before you leave the window see that your ticket is correct and count your change. When you accept a ticket you agree to be bound by the conditions printed thereon.

TICKETS. Unlimited tickets, whether local or coupon, are, as a rule, sold at the highest legal rates and cover all the privileges accorded by the rules of the company. All other tickets, of whatever class, sold at a lesser rate are LIMITED, and are good for a continuous passage only, from starting point to destination. With a ticket limited to expire on a certain day, a passenger is entitled to complete his journey, if

commenced at any time before midnight of the day of expiration, except that if he holds a coupon ticket good for passage over two or more roads he will be carried to the destination of the coupon of a particular road, whose train he may take before midnight of the day of expiration, and the succeeding coupons will not be valid. Limited tickets remaining unused at the time of expiration will be redeemed at the price paid for them, under certain conditions, if forwarded by the original purchaser to the General Passenger Agent or an authorized agent of the company issuing them. Limited tickets that have been partially used will be redeemed if presented by the original purchaser, at the difference between the full fare for the distance traveled and the cost of the ticket.

CHILDREN. Children under five years of age, in charge of a competent person, are carried free, those five and under twelve years of age are required to pay half fare, and those over twelve years of age full fare. This rule is rigidly enforced, and if children are old enough to render the payment of their passage necessary, it will be a saving to purchase tickets for them before taking the cars.

BAGGAGE Baggage consisting of ordinary wearing apparel, not exceeding one hundred and fifty pounds to each full ticket and seventy-five pounds to each half ticket, will be checked free and carried on passenger trains. No single piece of baggage weighing over two

hundred and fifty pounds will be checked; if baggage exceeds that weight it will have to be divided. Excess weight will be charged for at regular tariff rates, which are usually about twelve per cent. of ticket rates. Baggage will be kept for passengers in station baggage-rooms free of charge for twenty-four hours after arrival. For each subsequent twenty-four hours or fraction thereof a storage charge will be imposed. Articles left in a train, if found by the company's employes, will be forwarded to the General Baggage Agent, to whom letters of inquiry for lost articles should be addressed with full particulars. The railway company is not liable for damages for lost baggage that has not been checked and in any event its liability is limited to fifty dollars.

STOP-OVER The privilege of stopping over is a courtesy **PRIVILEGES.** granted by the railway company and not a right of the passenger. The legal rule is as follows: "The contract for conveyance which exists between a passenger and the company, when a ticket has been purchased, is an entirety and neither party can compel the other to perform it in parts." On the Pennsylvania Lines the privilege of stopping off before reaching the destination of ticket will be granted only to holders of first-class unlimited tickets, on the condition that the stop-over checks will be forfeited if not presented within fifteen days from date of issue, as indicated by the canceling marks in the checks. No stop-over is allowed unless stop-over checks are obtained from the conductor.

TIME TABLES. Time tables are issued for the information of the public and due notice is given when there is a change of time. While a railroad company is bound to use all reasonable means to run its trains according to the published time table, that time table is not to be accepted as positive assurance that trains will arrive and depart at the exact time specified therein, and the company is not responsible for delays or for failure to make connection with trains of its own or other roads.

POINTS AT Tickets will not be honored and cash fare will WHICH TRAIN not be accepted on any train to any point at DOES NOT STOP which such train is not scheduled to stop.

TAKING Do not board a train and do not leave your AND LEAVING seat to get off a train until it has stopped at TRAIN(S) the platform provided for the reception and discharge of passengers. It is good usage to enter a coach at the rear door and to leave it at the front door. When a passenger chooses to ride on a freight train that carries passengers it is impliedly agreed that he accepts such accommodations and conveniences for getting on and off as may be found in the usual conduct of freight trains.

WHEN ON THE Do not stand on the platform and do not put TRAIN. your head or your arm out of the window.

EJECTIONMENTS. A passenger without a ticket may be ejected if he refuses to pay his fare, and if the train has been stopped for the purpose of putting him off a subsequent offer to pay

his fare does not entitle him to remain on the train. Passengers who are disorderly or dangerous may be ejected, and the New York courts have held that the use of profane language in the presence of a lady is sufficient cause for expulsion. When an adult accompanying a minor over five years of age refuses to surrender a ticket or cash fare covering the child's passage, both the adult and child may be ejected.

PARLOR AND SLEEPING CARS For seats in parlor cars and space in sleeping cars a separate fare is always charged, and it should be understood that when a person purchases parlor or sleeping car accommodations for a certain train, the space which he has paid for belongs to him for that train whether it is occupied or not; in other words, sleeping and parlor car tickets are not subject to extension or redemption. Sleeping car rates are based upon "double berth," either lower or upper; "section," composed of one double lower and one double upper berth, and "state-room," usually composed of one double lower, one double upper, one single lower and one single upper berth. A double berth will accommodate two persons, a section four, and a state-room six persons. Berths which have been secured by telegraph or letter, or otherwise than by the purchase of a sleeping car ticket, will be held at the Pullman Car Ticket Office for the person named on diagram until within ten (10) minutes of train leaving time; and if the person in whose name reservation is made does not claim the same at the Pullman Car Ticket Office before

that time, the space thus reserved may be sold to another applicant.

TO SECURE IN- Information regarding time and stops of trains, **FORMATION**. tickets, baggage checks, etc., etc., should be asked of the company's employes. At the terminal stations of the Pennsylvania Lines are uniformed ushers whose duty it is to properly direct passengers and give them any desired information, and that they may be readily distinguished all trainmen are in uniform while in the discharge of their duty.

COMPLAINTS **AND** **GRIEVANCES**. It is the desire of the Pennsylvania Lines that their service should be faultless. Co-operation of their patrons is requested to the extent of reporting to the proper officer of the system, with a full statement of date and circumstance, any neglect on the part of employes and any incident that seems to indicate defect in a method or defect in its application. Full investigation will be accorded every complaint and redress made for just grievance. Communications regarding the passenger service of the Pennsylvania Lines west of Pittsburgh should be addressed to E. A. Ford, General Passenger Agent, Pittsburgh, Pa.

THE PENNSYLVANIA LINES.

The richest and most productive region of the United States extends from the Atlantic Ocean to the Mississippi River between the Ohio River and the lakes. At points in this territory favored by natural advantages have grown the cities of New York, Philadelphia, Baltimore and Pittsburgh, on the east, and Cincinnati, St. Louis and Chicago, on the west. The Pennsylvania Railroad, originally a link connecting the valleys on either side of the Allegheny Mountains, extended eastward to New York, down through Baltimore to Washington City and over controlled lines leading west, until the system of railways known as the Pennsylvania Lines forms an unbroken and, by reason of its central location, the direct and shortest thoroughfare connecting these manufacturing and industrial cities of the East with the distributing and commercial centers of the West. In the lines of this thoroughfare are the important cities of Harrisburg, Columbus, Dayton, Indianapolis and Ft. Wayne; arms diverge to Wheeling and Louisville and to the lake ports of Cleveland and Toledo.

The volume of traffic over the Pennsylvania Lines, constantly increasing by reason of the rapid growth and development of this territory, has necessitated a commensurate growth

in their carrying power and development of the incoherent methods of the early days of railroads into a system rigid in its grasp of the details of transportation, plastic in its adaptability to the continually augmenting volume of traffic and the varying problems it presents. The growth of carrying power is manifested in increasing solidity of track and structure and in rolling stock that combines capacity for heavy burdens with facility for rapid movement. Cars of greater capacity have necessitated engines of heavier build; heavier and longer trains, increased strength of track and of bridges. The development of method is evidenced by an organization, symmetrical and exact, under which the duties of every officer and every employe are clearly defined.

TRACK. The track of the Pennsylvania Railroad is primarily a bed of broken rock approximating two feet in depth. This firmly holds the ties on which are laid rails joined by fish-plate bars, so that the connection on one side is opposite the center of the rail on the other, the effect being that of one continuous rail on either side. The heavier, the smoother, the more solid the track, the quicker may trains be run over it and the less will be the jarring to passengers. These considerations caused rails originally of iron to be supplanted by rails of steel, the weight of which increased to sixty, sixty-five, sixty-eight and seventy-two pounds to the yard, and a still heavier rail being desirable, the Pennsylvania Railroad, after a series of experiments, has adopted as standard a rail

weighing eighty-five pounds to the yard and five inches high. With a view of introducing further betterments, if it is found that English track produces advantages over American track when subjected to the requirements of American traffic, four miles of steel rails, iron ties and all English appliances were recently purchased from the London & Northwestern Railway and laid on different portions of the Pennsylvania System. The track of the Pennsylvania Lines is laid in conformity with definite specifications which were first formulated by officers of this system and, as a means toward keeping it always in the best condition, a spirit of emulation is encouraged among the trackmen by the offer of prizes for the first, second and third best sections of track on each division. The prizes are awarded at the track inspection annually made by officers of the company. Water tanks have been built in the bed of the track between the rails, and from them water is scooped into the tank of a running locomotive. Where cuts have been necessary through the hills and mountains of Pennsylvania the banks have been covered with sod, which is pleasing to the eye and, in connection with the rock ballast, effects an agreeable freedom from dust. At night every mile of the track is inspected by watchmen and every rail and every frog examined to see that it is in proper position.

SWITCHES. At yards and railway crossings separate hand-switches have been displaced by automatic switches controlled from a tower overlooking the various tracks. By means of

interlocking apparatus these switches prevent derailment or turning of a train on the wrong track. In many States, by the act of legislature, trains are no longer compelled to stop at railroad crossings protected by the inter-locking apparatus, thereby saving time.

BRIDGES. The first bridges in the United States were of wood. The Pennsylvania Railroad was the pioneer in building railroad bridges of iron and now, in accordance with the general solidification of its structure, the bridges of iron are giving way to indestructible bridges of stone, over thirty being placed in position during the year 1887.

LOCOMOTIVES. In the erection of locomotives, the Pennsylvania Railroad has experimented in countless directions with results so eminently successful that its locomotives are acknowledged by the best machinists to more nearly approach perfection than those of any other build. Nothing but the finest material is used in the construction of these machines and every part is thoroughly tested before the finished engine is placed in service, the water and steam tests to which the boilers are subjected being especially exhaustive and severe. They are classified according to weight, dimensions and the service for which intended. From the shifting engine that weighs 44,000 pounds, with driving wheels forty inches in diameter, to the mammoth engine of class R that weighs 118,000 pounds, with driving wheels fifty inches in diameter and that can draw one hundred and twenty cars at a time, there are

five classes of engines used in the movement of freight. There are eleven classes of passenger engines, which reach their climax in the magnificent machine of class K, weighing 96,700 pounds, with driving wheels six feet six inches in diameter and which can make with a train, day in and day out, a mile a minute as a regular run. At the end of every trip each engine is cleaned and carefully inspected.

PASSENGER A light superstructure possessing strength,

CARS. staunch running gear arranged to produce the least friction and jarring, comfortable seats, good ventilation and abundant light are ends to be attained in the construction of passenger cars, and that they have been achieved by the Pennsylvania Lines needs no proof other than an examination of one of their coaches. Those of latest build are models of architectural beauty and handsome finish. The seats are cushioned with plush supported by ease-giving springs; the walls and ceilings are decorated with combinations of colors restful and pleasing and the broad windows are filled with the finest quality of plate-glass. About fifty old passenger coaches were sold by the Pennsylvania Railroad during 1887, and as the policy of the system has been to sell and otherwise dispose of old coaches the passenger cars used on its lines are of modern styles. The vital parts of each passenger car are inspected daily and the cars are kept scrupulously clean, the annual cost for washing them being over a quarter of a million dollars. This cost covers simply the

cleaning and does not include painting or varnishing. The Pennsylvania Lines owning over two thousand passenger cars, a greater number than any other railway system in the United States, are enabled to meet the demands of the enormous traffic of the summer months, and when travel is not so heavy to leave a sufficient number of cars in service while others are being repaired, repainted and revarnished. There are inspectors whose duty it is to see every passenger car and make periodical reports of its condition. Between the first of September and the first of June every car on the system is taken into repair shops and thoroughly overhauled.

PULLMAN CARS The sleeping and drawing-room cars used on the Pennsylvania Lines bear the celebrated name of Pullman. The characteristics and advantages of these cars are so widely known that it is sufficient to say that the Pullman Company has kept pace with the progressive spirit of the times. Its cars, always luxurious and fitted with conveniences of latest device, have reached their highest development in the addition of vestibules which completely cover and enclose the platforms, forming two or more connected cars into a series of combined apartments and acting as hallways into which neither dust, wind, rain, snow or the storm of any season can enter.

CAR WHEELS Car wheels are carefully cast, put through a **AND AXLES.** process of gradual and uniform cooling known as annealing, submitted to an inspection during which they

must withstand four heavy blows with a twelve pound sledge and then wheels selected at random are tested as follows: The wheel is placed flange downward on three points of support of an anvil block weighing one thousand, seven hundred pounds set on rubble masonry two feet deep. It is then struck centrally on the hub by a weight of one hundred and forty pounds falling from a height of twelve feet, and the wheel so tested is not accepted as fit for use unless it resists five such blows without fracture. All axles used on passenger locomotives and passenger cars are made of steel with utmost care. Before being placed in service an axle must resist without fracture five blows at twenty-five feet of a weight of one thousand six hundred and forty pounds, striking midway between supports three feet apart, the axle being turned over after each blow. Axles for freight cars are similarly tested, and it is almost within the bounds of truth to say that after being accepted for service a Pennsylvania standard axle never breaks. The liability to accident caused by the hauling of freight cars of various lines that may not all be constructed with proper precaution is a problem that has long engaged the attention of the Master Car Builders' Association, and it is hoped that a solution will be reached. The Pennsylvania System endeavors to avoid such accidents by carefully inspecting freight cars of other roads before accepting them in their trains, but it is obvious that the wheels and axles cannot be subjected to the severe tests described.

JANNEY COUPLER AND BUFFER. First in order of the appliances that come into action in the operation of a complete passenger train is the Janney Coupler and Buffer. This device is made of thoroughly tested malleable iron and produces results that place it far in advance of any coupler that has ever been invented. It was first used on the Pennsylvania Lines and has received the indorsement of the National Master Car Builders' Association. An idea of its action may be gained by the reader if he will bend his arms so that his opened right and left hands will be in front of him in a horizontal line, the palm of the left hand and the back of the right hand toward his body, the middle fingers pointing toward each other. Then bend the fingers of each hand as to hold a book between them and the palms. The fingers of the left hand will then be bent toward the fingers of the right hand away from the body and the two hands with the wrists will represent the Janney Couplers of two cars that are ready to be joined. Now thrust the hands together so that the fingers will interclasp and then close them tight. An effect has been produced which corresponds to that caused by the Janney Couplers when two cars are pushed together, the tightening clasp of the couplers being effected by automatic springs. The buffers are wrought iron bars, two of which are attached to either end of every car. The rear ends of the buffers rest on steel springs concealed under the platform and the front ends, welded to circular disks, project five or

six inches in front of the platform, one on either side, in a line with the aisle end of the seats in the car. When two cars are coupled the buffers projecting from one car meet the buffers projecting from the other and the shock of contact being largely taken up by the buffer springs affects the passengers much less than if its full force were thrown upon the couplers. The springs, by an ingenious arrangement, throw the buffer bars forward when the cars are coupled and also throw them forward when the train is in motion and the pull of the couplers is in an opposite direction. This forward impulsion of the buffers when the cars are being coupled further lessens the shock to passengers and their forward impulsion when the train is running, gives close contact on both sides of the platform, imparting steadiness and uniformity of motion throughout the train and presenting great resistance in case of collision.

WESTINGHOUSE It has not been a score of years since the **AIR-BRAKE**. stoppage of passenger trains was effected by brake-bars to which were attached chains that were tightened by being coiled around an iron rod worked from the platform by a wheel turned by hand. When a train was stopped or started there was the sound of the whistle, hurrying of brakesmen, rattling and clanking of chains and a jolt or a jerk that was not conducive to the ease of a passenger's nerves. The Westinghouse Air-Brake banished the hand-brakes. It was on the Pan Handle, the southwestern portion of the

Pennsylvania System, that the air-brakes were first tried and it was the Pennsylvania Lines that first recognized and put them in general use. They now form a portion of the equipment of every passenger and of most freight trains. Air is pumped and compressed into a main reservoir attached to the engine, conveyed through pipes to auxiliary reservoirs under each car that are connected with cylinders, in each of which moves a piston attached to the brake-levers. When it is desired to stop a train the engineer opens a valve, the compressed air rushes out of the pipes, a valve in front of each auxiliary reservoir descends, permitting the compressed air in the auxiliary reservoir to rush into the brake-cylinders forcing out the pistons, which thrust forward the brake-levers to which are attached concave shoes that close directly upon each wheel so that it cannot turn. The engineer can also adjust his valve so that the brake-cylinders can be filled and the train stopped without mediation of the auxiliary reservoirs and by another appliance the brake may be set and the train stopped from any car. By the Westinghouse air-brake a passenger train running at the rate of forty-five miles an hour can be brought to a full stop within seventy-five yards without jarring the passengers.

WHISTLE Communication between the conductor and

SIGNAL. engineer of a running train is absolutely necessary and has heretofore been effected by means of a cord extending from one car to another, just below the ceiling, to

the engineer's cab, where it was attached to a bell. Certain rings of the bell conveyed messages to the engineer, to which he replied by certain blows of the steam whistle. The bell-cord could not always be depended upon and on the Pennsylvania Lines it has been superseded by an air whistle apparatus operated on the same principle as the air-brake. The opening of a valve, one of which is in every car, blows a whistle in the engineer's cab, thereby communicating the conductor's desires. The air whistle is always reliable and as the trainmen naively express it a conductor no longer has to strain his muscles in "a tussle with the bell rope."

GAS AND ELECTRIC Passenger trains were originally lighted by candles, then by oil lamps, which are still LIGHT. generally used. The Pennsylvania System was the first to experiment with and successfully establish a system of lighting passenger trains by gas from reservoirs under each car. A system of electric lighting has recently been devised which meets the requirements of a running train. It is in constant use on the Pennsylvania Limited and when perfected in all its details will be applied to other passenger trains on the System.

STEAM HEAT. It is hoped that by the autumn of 1888 car stoves will, like hand-brakes, be things of the past. Six or eight methods of heating passenger trains by conveying steam from the locomotive through the various cars have been devised. Some of them have passed the experimental

stage and during the winter of 1887-8 were used on several of the Pennsylvania trains.

ALTOONA While there are in the United States car SHOPS, building and engine building establishments that supply railway companies with excellent work and are therefore deservedly well patronized, experience has taught the Pennsylvania System that the best results in every respect can only be secured by having its cars and engines built directly under its own supervision, in its own shops, by its own employes, in accordance with its own standard specifications. The Pennsylvania Lines own and control extensive shops at Allegheny, Pa.; Wellsville, Dennison and Columbus, Ohio; Ft. Wayne and Indianapolis, Ind.; but the mechanical center of the system is at Altoona, Pa. At this town, on the eastern slope of the Allegheny Mountains, just below their crowning ridge, where the pure mountain air always in motion prevents even in midsummer the debilitating effects of heat, the Pennsylvania Railroad established machine shops in 1850 and in 1870 shops for the erection and repair of all the cars used on its lines. Department after department has been added, until the Altoona shops at present are larger and more complete than any shops in the world devoted to railway manufacture. The shop buildings have an area of sixteen acres, employ five thousand men and represent a value of \$3,600,000. Enormous quantities of rough iron and unhewn timber within their walls are transformed into finished

freight cars at the rate of thirty per day, complete passenger coaches at the rate of sixteen per month and standard locomotives at the rate of eleven per month. The processes of this transformation are wrought by hundreds of different machines and trained and skillful workmen. In spacious rooms, lighted by the blaze of furnaces and the glow of molten metal, gigantic hammers pound reddened masses of iron into this shape and that, forging and forming them into frames and bars and pinions. Grooved dies, impelled by massive machines, close upon bars of iron and from each embrace of a second's duration falls a bolt with round shank and finished head. In other machines, tools of tempered steel roll shavings from forgings and castings of iron and steel and glittering drills bore through iron plates four and six inches thick easily as an auger pierces a board. Here is the casting of wheels and the turning of axles, the banging of anvils and the roar of rushing air that blows the dross from iron ore. Amid the buzzing of saws and the whir of planes, logs of oak and pine, slabs of walnut and ash, are wrought into finished forms, from the sash of a car window and the arm of a car seat to the heavy stanchion of a car floor. In large rooms filled with light and resounding with the hum of revolving belts and turning wheels are fashioned the finer pieces of mechanism, including even the delicate telegraph keys. And in erecting shops of vast proportions these different shapes of iron and wood and steel are fitted into

place and, combined, form the finished car, the strong and graceful engine. All the products of the Altoona shops in shape, weight and size are made in conformity with definite specifications that cover every detail of material and construction and which are based upon the result of years of experiment and test. This experiment and test is unceasing, for the Pennsylvania System no sooner improves any part of its equipment than it endeavors to effect still further improvement. Whenever rigid examination proves a proposed change worthy of adoption the specifications covering the construction of the mechanism which the change affects are at once altered to conform to the readjustment determined upon.

ALTOONA Proof that the specifications covering the TESTING quality of material used in the Altoona shops LABORATORY, are fully met is obtained through Physical and Chemical Testing Laboratories, in charge of experts of well-known reputations. In the physical department sample pieces of every lot of iron and steel are subjected to tensile and torsional tests, which must show that the mass from which they were taken is capable of resisting future strains, and in the chemical department filings from these masses of iron and steel are subjected to chemical analyses, which must demonstrate that their elementary components are combined in the proportions that ensure greatest cohesion. In the chemical laboratory samples of supplies of every kind purchased by the Pennsylvania Lines—soap, lubricating oil,

head-light oil, sulphate of copper, caustic soda, zinc, sal ammoniac, disinfectant, bronze, mineral wool, paints and other materials—are also analyzed and rejected if they do not meet the established requirements. When this laboratory was established, the analyses and tests often detected adulterations and faults in material caused by deliberate intention to defraud on the part of manufacturers and furnishers of supplies, a notable instance being a lot of vermillion ordered for use in mixing car paint, which, when analyzed, was discovered not to have a trace of vermillion in its composition. It is now seldom that fraudulent material is wilfully offered, and the usefulness of the laboratory largely lies in detecting lack of standard quality in material, caused by negligence of employes, mis-understanding of specifications or faults of manufacture.

The researches at Altoona for means of improving the construction and equipment of the Pennsylvania Lines are conducted *absolutely regardless of expense*. Waste is not countenanced, but when a new design or new method is under examination the material and appliances requisite to its fullest development are obtained at no matter what cost and no matter from what portion of the earth's surface they must come.

OIL AS LOCOMOTIVE FUEL. An illustration of this disregard for expense is furnished by recent experiments with oil as fuel for locomotives. The strain upon firemen, necessity for large fire-boxes, the carrying of tons of coal, the

accumulation of ashes and cinders and the expulsion of volumes of smoke are well-known objections to coal which the Pennsylvania Railroad has long tried to overcome and which it has reduced to a minimum by the extensive use of anthracite coal. In pursuance of an idea that oil might be used as locomotive fuel, analysis and investigation was made of the oil from the fields of Pennsylvania and an expert was sent to Russia to examine on the ground the product of the fields of Baku. After months of study and device of proper appliances two passenger trains were successfully run with locomotives equipped for the burning of oil and the practicability of its use was fully established. It possibly may be introduced on some of the Pennsylvania's fast express trains, but will probably not come into general use at present, for if it were now adopted on all trains the Pennsylvania Lines alone would consume one-fourth of the oil product of the world.

REPUTATION Railway appliances are constantly being sent OF ALTOONA to the Altoona shops by inventors and manu-

SHOPS. facturers for an examination by and expression of opinion from the Pennsylvania officials. An inspection is always accorded them and a detailed statement of their practicability furnished. When an appliance receives the approval of the Pennsylvania Lines, the inventor so advertises, at once feels certain of its success and considers himself on the high road to fortune. An extensive list could be made of men prominent in railroad circles throughout the United States,

who received their early training here, and it is in these shops that railroad officers desire sons destined for a railroad career to serve their apprenticeship.

STATIONS. In connecting commercial centers, it has been necessary for American railroads to traverse great distances through sparsely settled territory. The track and rolling stock being the first considerations, and often absorbing nearly all the capital available for construction, comparatively little attention was paid to the building of stations. With the growth of traffic consequent upon the development of and increase of population in its terminal cities and the country penetrated by the Pennsylvania System, capital and attention were devoted to its stations, and results are conspicuous in the magnificent structures at Philadelphia, Baltimore, Washington, Cincinnati, Indianapolis and Chicago, where commodious waiting-rooms, cafés, baggage-rooms, ticket offices, telegraph offices and barber shops afford conveniences for the comfortable care of thousands of passengers a day. A new station will be erected at Pittsburgh, and depots owned in connection with other railroads are occupied at Cleveland, Columbus, Louisville and St. Louis. The improvement in stations is not confined to the larger cities, but is noticeable in those of the smaller towns and suburban stations of recent build, are tasteful structures of frame, brick and stone, with large waiting-rooms, open fire-places and tile or hardwood floors.

RUNNING OF TRAINS. With development in construction and equipment there has been a corresponding development in the methods that govern the running of trains. The different portions of the Pennsylvania System are operated by divisions, varying from one hundred to two hundred miles in length. For each division is a printed schedule, showing the time of each train at every station and the time and places for passing other trains. Before invention of the telegraph, the schedule alone sufficed for the government of trains and on many railways it remains un-supplemented to-day. Where numerous trains are constantly running in opposite directions on the same track, central control of their movement is evidently desirable. This control is gained by means of the train order system and the electric telegraph. For each division and subdivision is a train dispatcher's office, containing tables on which are telegraph instruments connected by wire with telegraph stations along the road. In front of each telegraph station is a target which will display either a red or white signal. A white signal means that the track is clear and a train may pass, a red signal that the train must stop. At each table in the dispatcher's office sits a train dispatcher and his assistant. In front of the dispatcher is a blank "Record of Trains," in which he enters each day the train number of each train, the number of cars composing it, the number of the engine, the names of the conductor and engineer, the time it starts from the terminal station, the

time it passes each station on the division, and other notations necessary to a complete record of its performance. An exact history of each train is therefore contained in the record books of the divisions over which it passes. The operators along the line telegraph to the train dispatcher the time each train passes their stations and the orders governing its movement are telegraphed by the train dispatcher to the station operators. As an order is being sent, the dispatcher's assistant copies it into a "Record of Train Orders." The operator receiving the message writes it on manifold paper that gives three or more impressions at once and then repeats it back to the train dispatcher's office, where the assistant dispatcher compares it word for word with the copy he has written in the train order record and advises the operator if it has been correctly received. The operator files one copy of the order in his office; when the train comes to a stop gives another copy to the conductor and the third to the engineer, whose receipts he takes. He then displays the white signal, allowing the train to pass, and telegraphs the train dispatcher that he has delivered the orders and holds the receipts of conductor and engineer. The red signal is displayed in front of every telegraph station, and only changed to white to permit the passing of a train entitled to proceed. The train dispatchers familiar with every mile of their division, the location and capacity of every side-track, are by the telegraph and train order system enabled to direct the movement of every train

so that it will run in safety. It is their duty to keep trains at least ten minutes apart. The main line of the Pennsylvania Railroad, and considerable portions of the Pennsylvania Lines leading east from St. Louis, Chicago and Cincinnati to Pittsburgh, are composed of double tracks, one of which is exclusively occupied by west-bound, the other by east-bound trains. On these double-track lines the schedule and train order systems are reinforced by the "Block-Signal" system. Stations which display white, red or green signals, built at intervals along the track, divide the road into blocks averaging about three miles in length. When a train enters one of these blocks the red signal is displayed and it is not changed to white until the operator at the next station telegraphs that the train has passed from that block into the next. By this arrangement trains are kept at least three minutes apart and there is no possibility of collision. The green signal indicates caution. A further precaution against collision used on both single and double track lines is, that when a train comes to an unscheduled stop the rear brakeman, entitled the "flagman," must go back six hundred yards and place a torpedo on the rail, the explosion of which will cause any approaching train to stop. He then must go back an additional six hundred yards and place two torpedoes, the explosion of which will cause any approaching train to proceed with caution. He then returns to a point within nine hundred yards of his train,

where he stands ready to signal any approaching train, until recalled by the whistling of the locomotive, when he removes the first torpedo, leaving the other two torpedoes as a cautionary signal.

The quick time of even the fastest express trains of the Pennsylvania System is not attained by running at a rate of speed inconsistent with the maintenance of every safeguard. To the precautions that ensure the safety of passengers are added measures contributing to their convenience. Conductors and brakemen will cheerfully mail letters, send telegrams and answer inquiries. From passengers in sleeping cars the sleeping car conductor not only lifts the Pullman but the passage tickets, which he presents to each train conductor for proper cancellation. Passengers in sleeping cars therefore need not think of their tickets after once presenting them and are saved the old-time annoyance of being wakened in the middle of the night to have their tickets punched.

EMPLOYES. In the construction, maintenance and operation of the Pennsylvania Lines are constantly employed fifty thousand men. Their selection is governed by fitness for the positions they are to occupy and they are promoted from one position to another as their ability is demonstrated and vacancies occur. This holds good in all branches of the service and management. It is a rare exception when a man is taken into any but the lowest grades of the service and the beneficial results of the system of promotion are evidenced

by the fact that from the President down, with but few exceptions, the present general officers of the Pennsylvania Lines entered their employ in youth, and serving through positions that presented successively greater scope to their broadening minds and increasing ability, learned to obey before being placed in command. Intemperance is not permitted in any rank of the service and preference is given those who entirely abstain from intoxicating liquor. That this is not empty assertion there is abundant proof.

REQUIREMENTS Engineers, conductors and flagmen have to **OF TRAINMEN**, undergo a rigid examination to prove their knowledge of the physical characteristics of the road, the code of rules and of the especial requirements of each position before securing an appointment. Engineers must be familiar with the mechanism and working of every part of an engine and conductors must attend a "conductor's school" where they are instructed in regard to railroad geography, the handling of tickets and course of procedure under different conditions that may arise in the discharge of their duties. Uniform courtesy is especially insisted upon in all employes who have intercourse with passengers.

ESPRIT DE CORPS. The employes of the Pennsylvania Lines are compensated sufficiently to make them self-respecting and reliable and are disciplined to the highest standard. A powerful preventive of discord is that men filling the highest offices are expected to consider themselves

employees as well as the humblest. Subordinates are expected to follow their instructions to the letter, to pay due respect to their superiors and at the same time superior officers are required to be considerate and just in intercourse with subordinates. All understand that they must work together for the common good of the service and a personal interest in the economical and effective working of the system is fostered on every hand. An evidence of this is the "coal premium" plan. The allowance of coal necessary as fuel for an engine is placed at a certain number of pounds per car mile. If an engineer and fireman fill the requirements of the running schedule with a less amount they are paid half the value of the coal saved. If they exceed the allowance they are not charged with the excess, but their conduct of an engine is examined with a view toward improvement.

IN CONCLUSION. While the first consideration of the Pennsylvania System in the training of its employes is the maintenance of its physical standard and the safe and speedy movement of its trains, it is no less alert in the adoption of every measure and every precaution conducive to the systematic conduct of its traffic, finances and accounts. In these departments, as in all others, the methods of the Pennsylvania Lines are, by the admission of experts, the best in the United States. A man trained in the Pennsylvania service possesses a recommendation that enhances his merits and contributes to his success. This is attested by the well-known fact that

graduates of the Pennsylvania Lines are in leading positions in the various departments of railway management throughout the country.

This description has failed of its purpose if it has not shown that in every detail the materials and methods used by the Pennsylvania Lines must conform to the highest attainable standard and that in all departments at all times there is unceasing endeavor to elevate that standard. Constant improvement is evidenced not only by detailed working, but in the vigorous action of the system as a whole. At present new tracks are being laid, new bridges are being built and new engines and new cars erected, all to provide power and means for the prompt movement of freight and the running of passenger trains on time.

The Pennsylvania System during the year 1886 moved one mile 7,634,505.463 tons of freight and carried one mile 903,699.466 passengers. These figures exceed by millions those contained in the traffic statement of any other railway system on the continent. The amount of this freight exceeds the entire tonnage annually carried by the merchant marine of Great Britain, and the improvement in the facilities for its transportation is evidenced by the significant fact that while previous to 1870 the average rate charged per ton per mile for the movement of freight was about one cent and one-half, it was in 1886 little over one-half cent. This reduction has applied to through freight and to local freight in proportion.

The Pennsylvania Lines not only serve the country which they penetrate and the cities which they connect, but by reason of their central location form an important link in the chains that bind together the East and the West, the North and the South, London with San Francisco, Australia with New York. To the care of their employes are entrusted, every minute and hour of every day of the year, the precious lives of thousands; to their trains are given the inconceivably varied and valuable products of a nation of producers. To the safe carrying of passengers, and the equally safe transportation of freight, the Pennsylvania Lines stand pledged, and to do this great work in the most perfect manner is the highest ambition alike of officer and employe.

SCENERY OF THE PENNSYLVANIA LINES.

The scenery through which the Pennsylvania Lines lead on their way to the East compels the admiration of every one whose mind responds to Nature's beauty. Trains from St. Louis, Indianapolis and Cincinnati pass by busy towns, through rich farming regions, at Steubenville cross the Ohio River, and then through hills where the miner's pick and the flames from coke ovens evidence the presence of King Coal, approach the Monongahela River, over which they cross into Pittsburgh Union station. Trains from Chicago, Toledo and Cleveland likewise pass busy towns and fruitful farms and before reaching Pittsburgh run through the Sewickley Valley that borders the Ohio River a few miles below its source. To the left, tasteful country homes with well-kept lawns line the track, farther back a range of hills lift their tops of varied contour and here and there burn the flambeaux of natural gas. On the other side, beyond the queenly river, farm and garden alternate with hill and meadow.

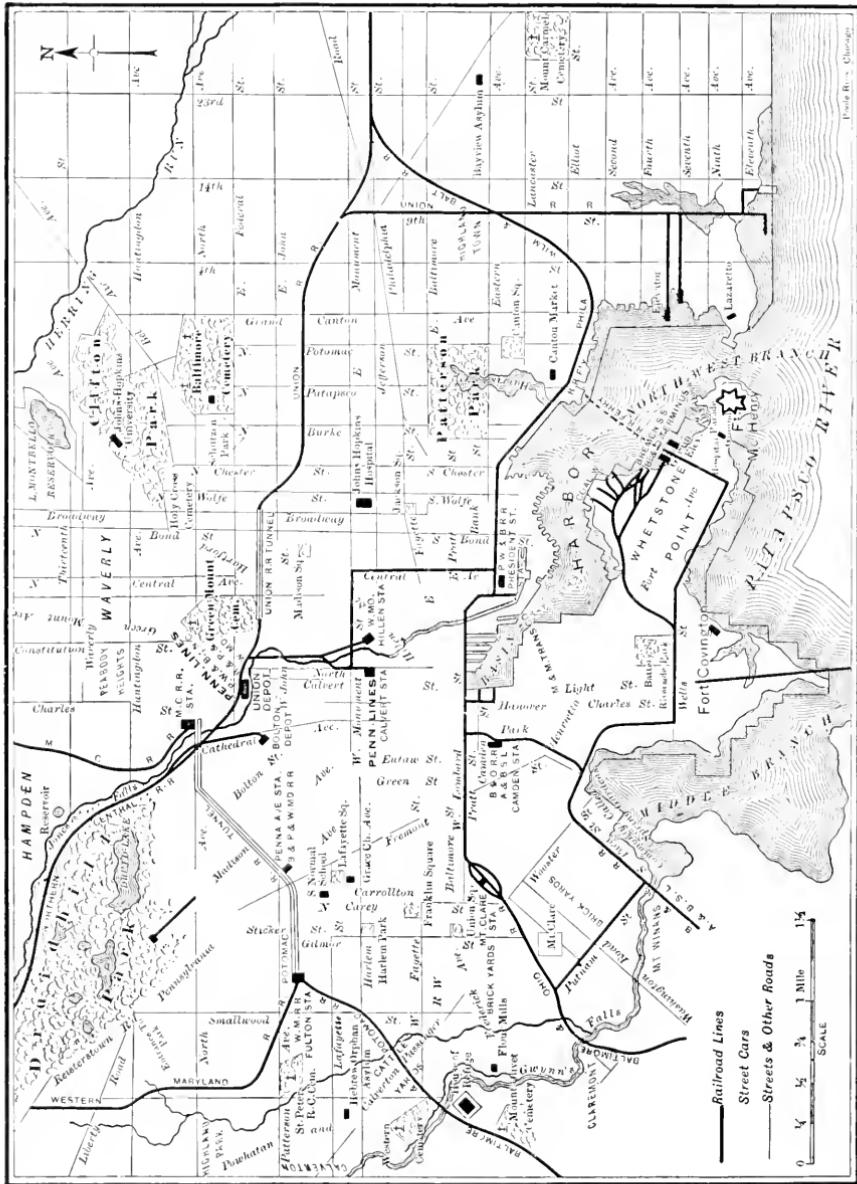
From Pittsburgh the journey continues over the Pennsylvania Railroad. Whirling by the gigantic Bessemer mills and up the western slope of the Allegheny Mountains the trains pass round the Pack Saddle, where the mountains curve in the form that gives the spot its name and the Conemaugh River ripples and plashes like dancing silver. On by the splendid hotel at Cresson and through the tunnel that bears the name of the Russian Prince, Gallitzin, to the Alleghenies' summit, and then through the Allegrippus and down the approach to Horse Shoe Curve they roll. Past the broad chasm and the artificial lake, around Kittanning Point and the lower arm of the Curve, the course leads to Altoona, the mountain beehive of the Pennsylvania Railroad, and then on by the Juniata, through scenery of unbroken grandeur, by queer old towns and over the Susquehanna to Harrisburg. From here passengers may go down through Baltimore to the nation's capital or continue through rolling valleys, rich and green and fair to look upon, even to the streets and parks of the Quaker City. From Philadelphia a spirited two-hours' run, and before one realizes how quickly time has passed he is crossing the North River on one of the big ferry-boats, surrounded by the sails of yachts, the massive hulls of the Trans-Atlantic steamers and the wheezing, darting tugs that all form part of the ever beautiful panorama of the harbor of New York.

TABLE OF RATES AND DISTANCES
VIA THE
PENNSYLVANIA LINES.

	Baltimore	Baltimore	Chicago	Chicago	Cincinnati	Cleveland	Columbus	Dayton	Harrisburg	Indianapolis	Louisville	New York	Philadelphia	Pittsburgh	St. Louis	Terre Haute	Toledo	Washington, D. C.	Wheeling	
Baltimore.....	17.50	14 00	11.00	12.75	14.00	*	2.64	16.00	17.50	*	5.30	*	2.80	9.00	20.25	18.25	13.50	*	1.20 10.00	
Chicago.....	801	Chicago	8.80	10.00	*	9.20	7.75	17.25	*	5.50	*	9.00	20.00	18.25	12.00	*	7.50	17.50 11.00	
Cincinnati.....	646	295	Cincinnati	7.25	*	3.40	13.75	18.00	16.50	*	9.40	10.00	*	5.55	14.00 7.90	
Cleveland.....	482	291	Cleveland	4.15	5.55	10.75	8.25	10.75	13.00	11.50	*	4.00	15.25	10.50	.....	11.00	4.10		
Columbus.....	526	314	120	171	Columbus bus	*	2.05	12.50	*	5.30	*	6.90	16.00	14.00	*	*	*	7.55	12.75 4.50
Dayton.....	596	260	241	71	Dayton	13.75	*	3.30	16.00	15.50	*	8.05	10.80	*	5.55	4.25	14.00 6.55	
Harrisburg....	85	717	561	397	441	512	Harrisburg	15.75	17.25	*	5.50	*	3.15	7.45	20.00	18.00	13.25	*	3.84 9.45	
Indianapolis...	714	194	.....	359	188	110	629	Indianapolis	*	3.50	19.00	17.50	11.30	7.50	2.25	6.35	16.00	9.80	
Louisville.....	756	304	.....	401	330	.....	671	110	Louisville	21.50	20.00	11.90	8.00	5.50	8.95	17.50	10.20	
New York.....	229	912	757	593	637	70	196	825	New York	*	2.50	10.50	23.50	20.75	16.25	*	6.50	12.50		
Philadelphia...	138	822	667	503	547	618	105	735	Philadelphia	9.00	22.00	19.75	14.25	4.00	11.00	*	*			
Pittsburgh.....	333	468	313	149	193	264	248	381	Pittsburgh	17.25	13.55	*	7.25	9.00	2.00					
St. Louis.....	954	.....	363	599	428	359	869	240	St. Louis	621	*	5.25	.....	20.25	15.75			
Terre Haute....	787	.....	196	432	261	183	702	7	Terre Haute	454	167					8.50	18.25	12.05	
Toledo.....	594	.....	.....	.....	509	.....	.....	705	Toledo	261	.....					13.50	6.55	
Washington, D. C.	43	844	689	525	569	640	128	757	Washington, D. C.	376	997	830	637	Wash- ington	10.00					
Wheeling.....	399	490	295	138	175	246	314	363	405	510	420	66	603	629	260	442	Wheel- ing			

DISTANCES.

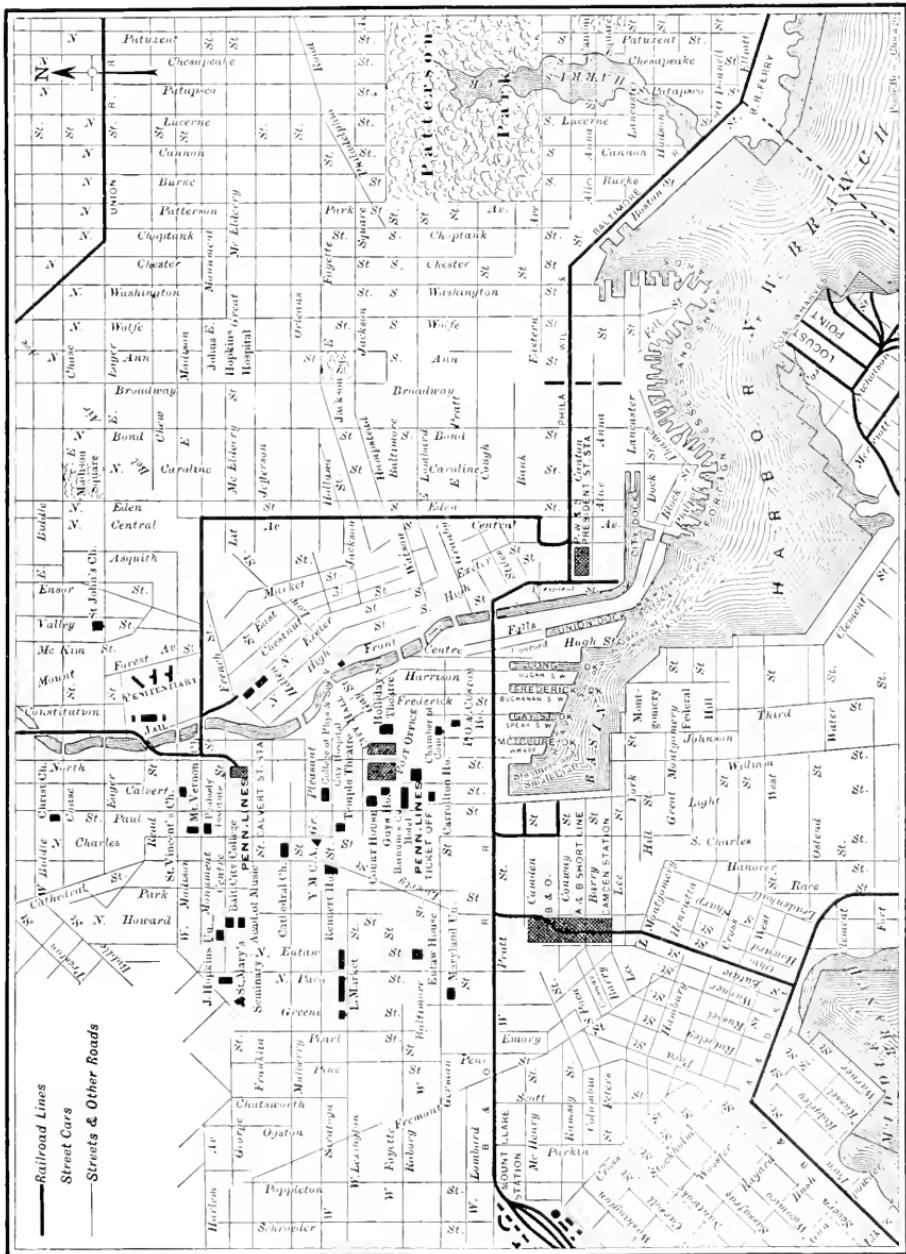
The rates given in the above table are those in effect July 1st, 1888, and are subject to change. They apply to first-class limited tickets, good for continuous passage only, except those marked *, which apply for first-class unlimited tickets.



BALTIMORE.

0 $\frac{1}{4}$ $\frac{1}{2}$ $\frac{3}{4}$ 1 Mile $\frac{1}{4}$

Scale



BALTIMORE (Business Portion).

BALTIMORE.

The principal hotels of Baltimore have omnibuses which meet the important trains at each depot and in which twenty-five cents is charged for each passenger from depot to hotel or vice versa.

The Union Transfer hansom and Standard and Baltimore Cab Co's., within the district bounded by Central Avenue on the east, Pratt Street on the south, Fremont Street on the west, Mosher Street on the northwest and Huntingdon Avenue on the north, charge twenty-five cents for each passenger; beyond these limits fifty cents per passenger. By the hour these cabs charge seventy-five cents.

Union Transfer coupes, within the same limits, charge fifty cents for one passenger, seventy-five cents for two passengers or one dollar per hour.

Union Transfer and public carriages charge seventy-five cents for one passenger and twenty-five cents for each additional passenger; by the hour, one dollar and fifty cents for the first and one dollar for each additional hour.

Public hack stands are located as follows:

Monument Square, Calvert Street, opposite the new Post-office Building.

Charles Street, opposite Union Station.

Camden Street, opposite Union Station.

South Eutaw Street, below Baltimore.

Cab stands are located as follows:

Corner Light and Baltimore Streets.

Southeast corner Baltimore and Calvert Streets.

Northwest corner Baltimore and Eutaw Streets, at Eutaw House.

From Baltimore the Pennsylvania Railroad controls lines leading East to Philadelphia, New York and the resorts of the New Jersey coast.

South to Washington and Richmond.

North to Harrisburg, Williamsport, Elmira and Canandaigua.

West to Pittsburgh, Cleveland, Toledo, Columbus, Cincinnati, Indianapolis, Louisville, St. Louis and Chicago.

CHICAGO.

The rates of fare for cabs and carriages in the city of Chicago have been fixed by city ordinance as follows:

For cabs and other one-horse conveyances, one mile or fraction thereof, for each passenger, for the first mile, twenty-five cents; for each succeeding mile or fraction thereof, for one or more passengers, twenty-five cents. By the hour cab charges will be: For the first hour, seventy-five cents; for each succeeding quarter-hour, twenty cents. For service outside the city limits or in the parks: For the first hour, one dollar; for each succeeding quarter-hour, twenty-five cents.

For hacks and other vehicles drawn by two horses rates will be as follows: One or two passengers from one railroad depot to another railroad depot, one dollar; one or two passengers not exceeding one mile, one dollar; one or two passengers any distance over one mile and less than two miles, one dollar and fifty cents; each additional passenger of the same party, fifty cents; conveying one or two passengers any distance exceeding two miles, two dollars; each additional passenger of the same party, fifty cents.

Children between five and fourteen years of age will be carried at one-half the rates named for hacks and two-horse vehicles and children under five years of age will be carried free not exceeding one mile.

Hackney coach or other two-horse vehicle, per day, eight dollars; by the hour, including stops, for the first hour, two dollars; for each additional hour or fraction thereof, one dollar.

All rates given above for either one or two-horse vehicles include ordinary baggage of each passenger, not exceeding one trunk and twenty-five pounds of other baggage.

The Parmelee Omnibus Company carries passengers and baggage between depots and hotels at the rate of fifty cents per passenger, including ordinary baggage.

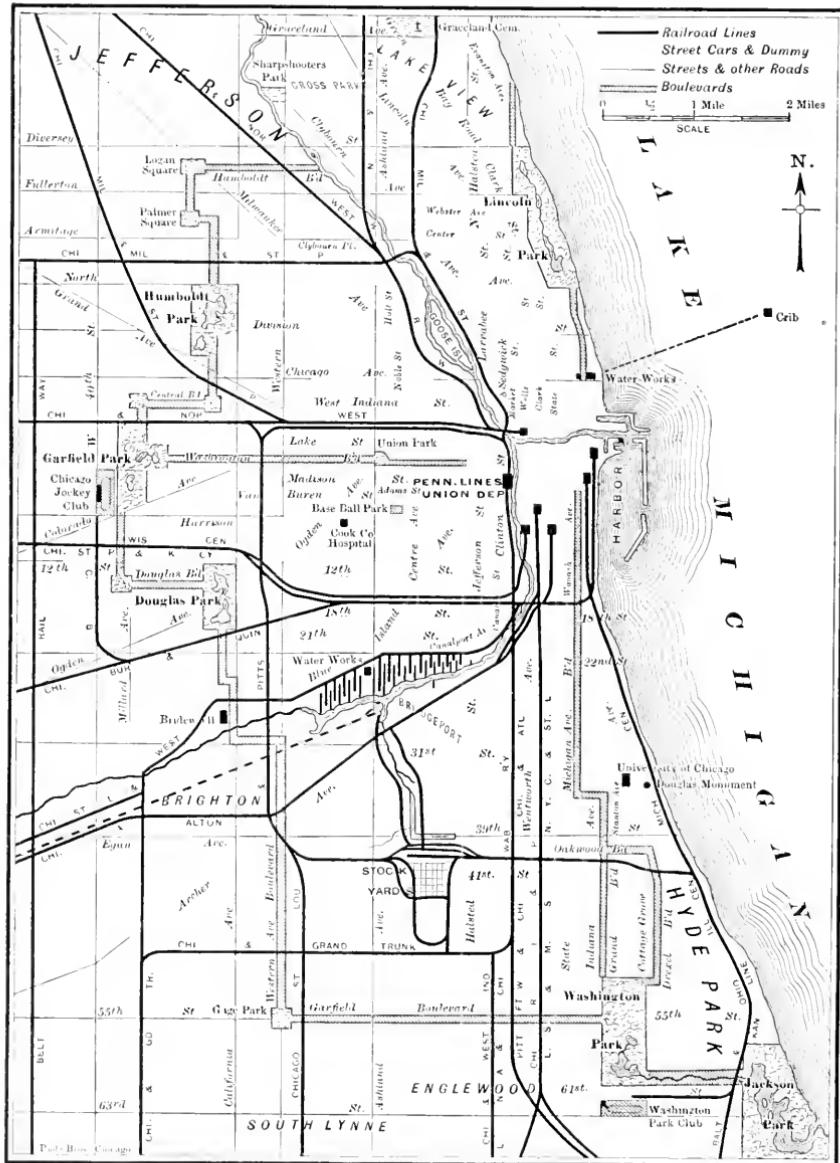
Regular hack and cab stands are at the County Court House and City Hall, adjacent to each of the principal hotels and all railway depots.

The Pennsylvania Lines lead from Chicago to the East and South.

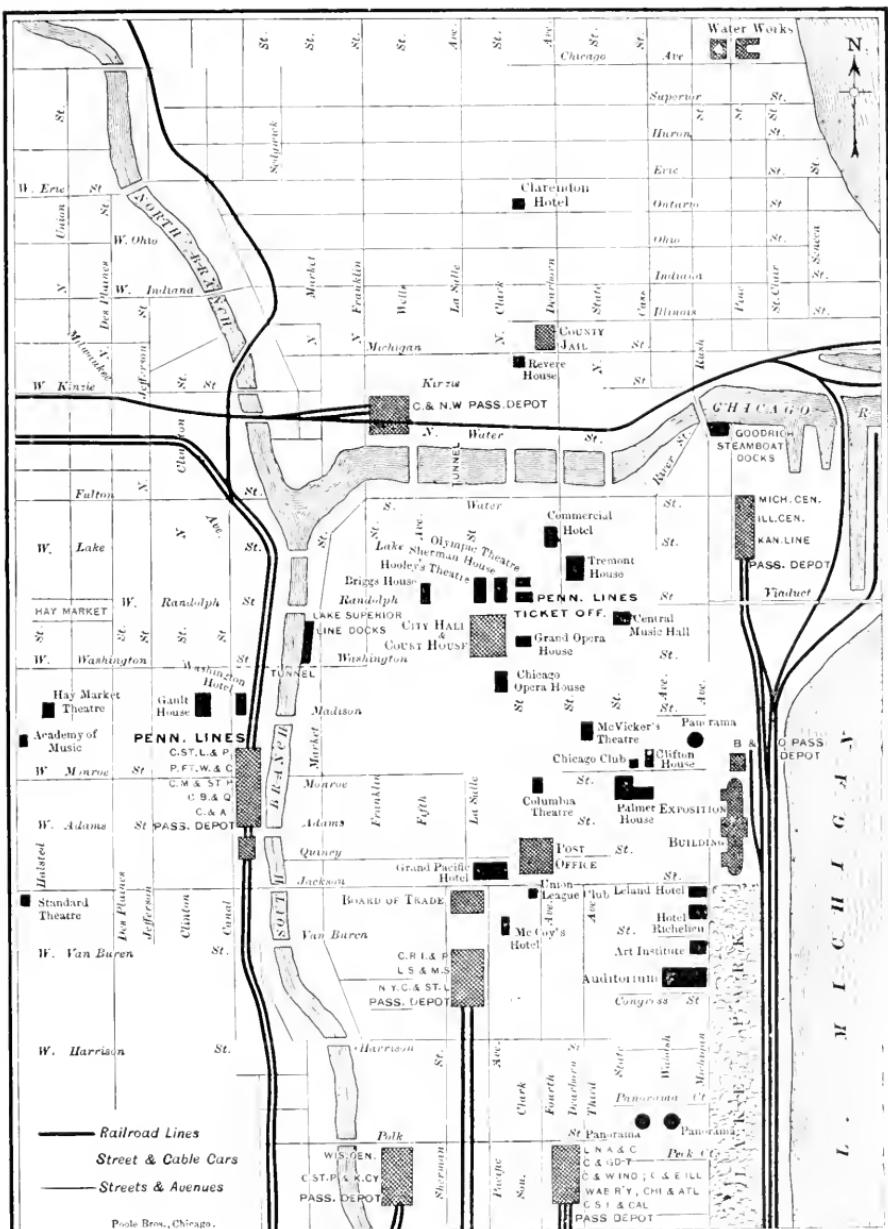
The Pittsburgh, Ft. Wayne & Chicago Railway (Ft. Wayne Route), in connection with the Pennsylvania Railroad, has a direct line via Pittsburgh to Baltimore, Washington, Philadelphia and New York.

The Chicago, St. Louis & Pittsburgh Railroad (Pan Handle Route), in connection with the Pennsylvania Railroad, has a through line via Columbus and Pittsburgh to Baltimore, Washington, Philadelphia and New York.

The Chicago, St. Louis & Pittsburgh Railroad (Pan Handle Route) has the direct lines via Logansport to Cincinnati, Indianapolis and Louisville.



CHICAGO.



CHICAGO (Business Portion).

COLUMBUS.

The rates of the Columbus Transfer Co. for the transportation of passengers and baggage are as follows:

COUPES, HANSOM AND STANDARD CABS.—Within one mile of Union Depot, one passenger with one trunk, twenty-five cents; each additional trunk, twenty-five cents. Over one and not more than two miles of Union Depot, one or two passengers with one trunk, fifty cents; each additional trunk, twenty-five cents. Over two and not more than three miles from Union Depot, one or two passengers with one trunk, seventy-five cents; each additional trunk, fifty cents; by the hour, one or two persons, seventy-five cents.

CARRIAGES.—Within one mile of Union Depot, one passenger with one trunk, fifty cents; each additional trunk, twenty-five cents. Over one and not more than two miles from Union Depot, one or two passengers with one trunk, one dollar; each additional trunk, twenty-five cents. Over two and not more than three miles from Union Depot, one or two passengers with one trunk, one dollar and fifty cents; each additional trunk, fifty cents; by the hour, one dollar.

Omnibuses run between the Union Depot and hotels on which the fare is fifty cents for each passenger with ordinary baggage.

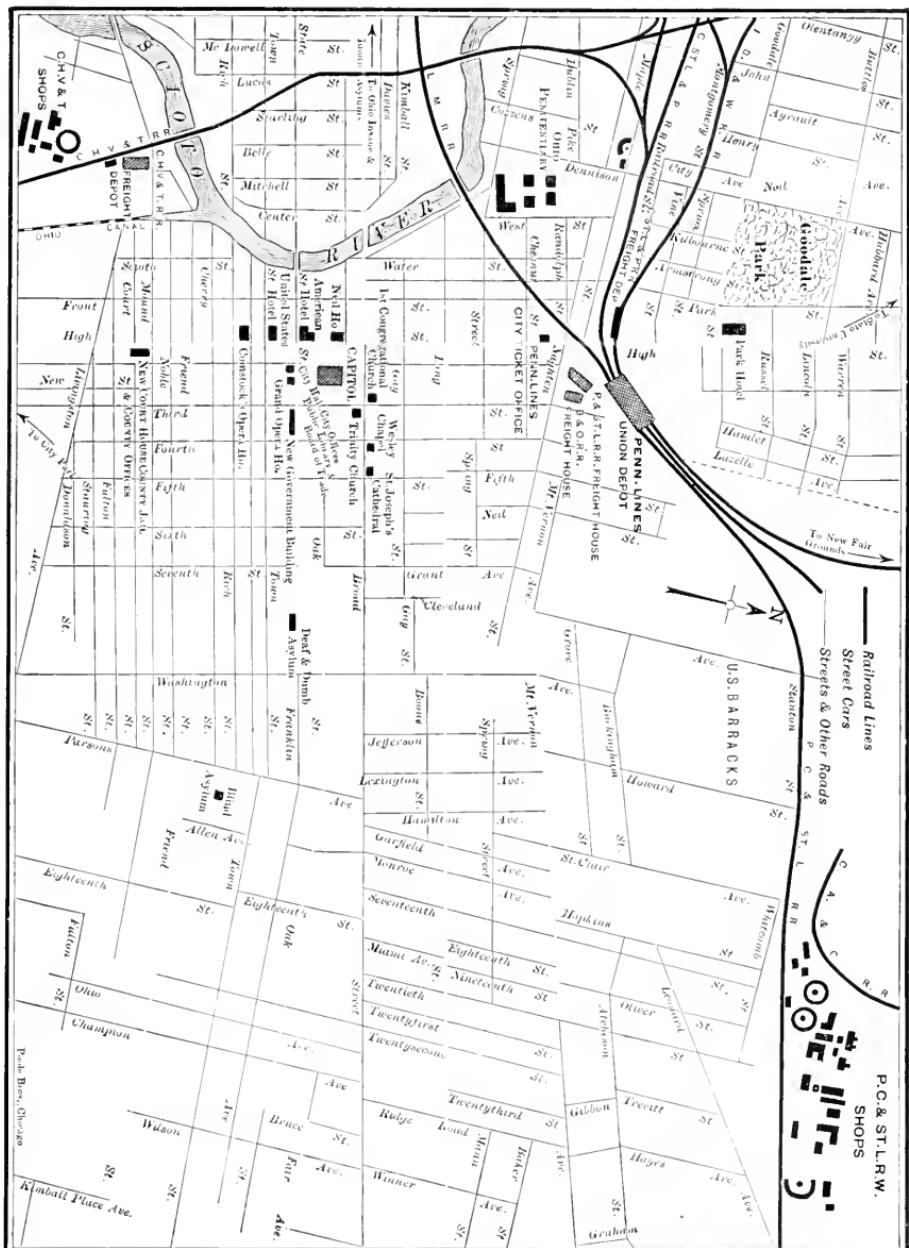
Regular cab and carriage stand is on High Street in front of the Capitol Building.

From Columbus the Pennsylvania Lines lead as follows:

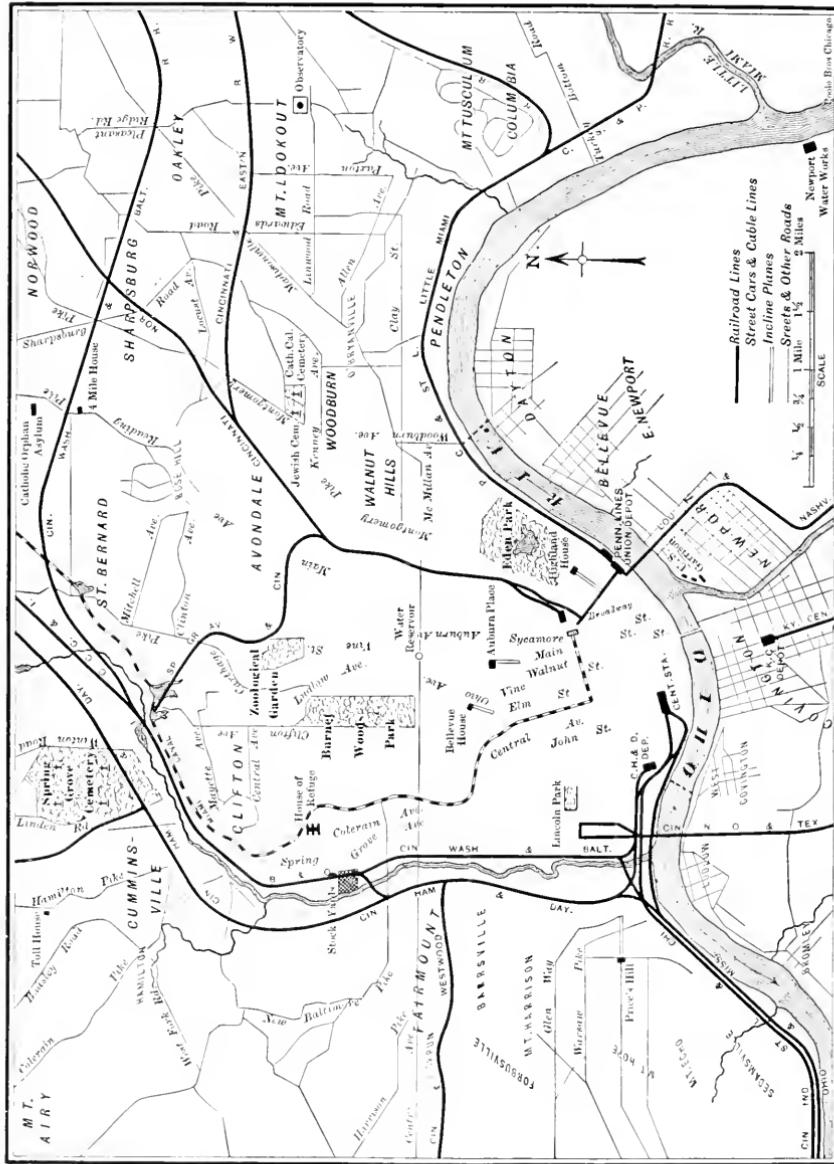
East by way of Pittsburgh the Pittsburgh, Cincinnati & St. Louis Railway (Pan Handle Route), in connection with the Pennsylvania Railroad, has a direct line to Baltimore, Washington, Philadelphia and New York.

To Cincinnati the Little Miami Division of the Pittsburgh, Cincinnati & St. Louis Railway is the long-established and favorite route.

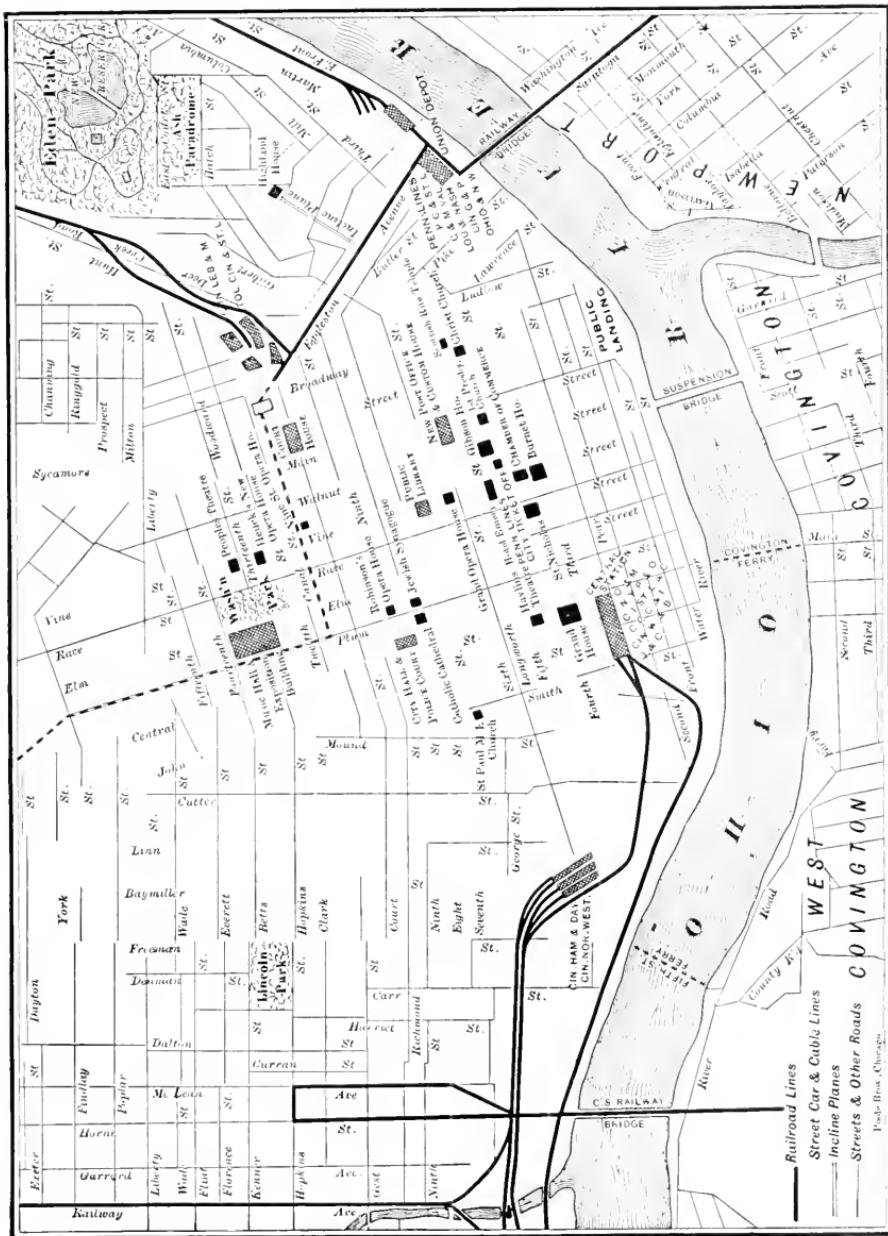
To Indianapolis, St. Louis and Chicago the Chicago, St. Louis & Pittsburgh Railroad (Pan Handle Route) has the best and most direct lines.



COLUMBUS,



CINCINNATI.



CINCINNATI (Business Portion).

CINCINNATI.

The city ordinance in regard to hacks provides that the charge for single passenger within the limits of Freeman Avenue, Liberty Street, Eggleston Avenue and the river shall not exceed fifty cents. Children over ten years of age, half price; under that age, free. Each passenger may, without additional charge, have carried one trunk and for every additional trunk, twenty-five cents.

The charge per hour for hacks is limited to one dollar and fifty cents for first hour and one dollar for each additional hour.

The regular day hack stand is at west side Custom House on Walnut Street; the night stand on Vine Street, between Burnett House and Fifth Street.

The rates of the Cincinnati Cab Co. are as follows: To all depots and steam-boat landings, twenty-five cents each way, per passenger, without stops, within the boundary of Freeman Avenue, Liberty Street, Eggleston Avenue and the river. Between the hours of 12 midnight and 7 A. M., these rates will be doubled. Beyond Liberty to Brighton House, fifty cents; two passengers, seventy-five cents.

AVONDALE. Oak Street and Reading Road, single trip, one dollar; round trip, one dollar and fifty cents. Reading Road and Mitchel Avenue, single trip, one dollar and fifty cents; round trip, two dollars. CHESTER PARK.—Single or round trip, three dollars. CLIFTON.—Single trip, two dollars; round trip, two dollars and fifty cents. COVINGTON AND NEWPORT.—Single or round trip, one dollar, passenger paying the bridge toll. CUMMINSVILLE.—Single or round trip, two dollars. GRANDIN ROAD TERMINUS.—Single or round trip, three dollars. MT. AUBURN.—Single trip, one dollar and fifty cents; round trip, two dollars. PRICE HILL (top of Incline).—Single or round trip, two dollars; foot of Incline, single or round trip, one dollar. RIVERSIDE.—Single or round trip, three dollars. SEDAMSVILLE.—Single or round trip, two dollars. SPRING GROVE CEMETERY.—Single or round trip, two dollars and fifty cents. WALNUT HILLS.—Peebles' Corner, single trip, one dollar; round trip, one dollar and fifty cents. St. Francis de Sales Church corner, single trip, one dollar and fifty cents; round trip, two dollars. All points not included in above schedule considered by time rate of one dollar per hour. In round trips a stop exceeding ten minutes will be charged at the rate of one dollar per hour. Same fare for one or two passengers outside of fifty-cent limit.

From Cincinnati the Pennsylvania Lines lead as follows:

EAST.—The Pittsburgh, Cincinnati & St. Louis Railway (Pan Handle Route) in connection with the Pennsylvania Railroad, is the best line to Pittsburgh, Harrisburg, Philadelphia and New York and direct connection is made for Baltimore and Washington.

TO CHICAGO.—The Pan Handle Route, long known as the best line from Cincinnati to Chicago, via the C., H. & D. R. R. and Richmond now controls its own direct line between those points.

TO CLEVELAND.—The Mt. Vernon and Pan Handle Route via Columbus.

TO ST. LOUIS.—The C., H. & D. and Vandalia Line via Indianapolis.

CLEVELAND.

The rates for carriage, coupe and baggage service to and from depots in Cleveland have been fixed by city ordinance as follows:

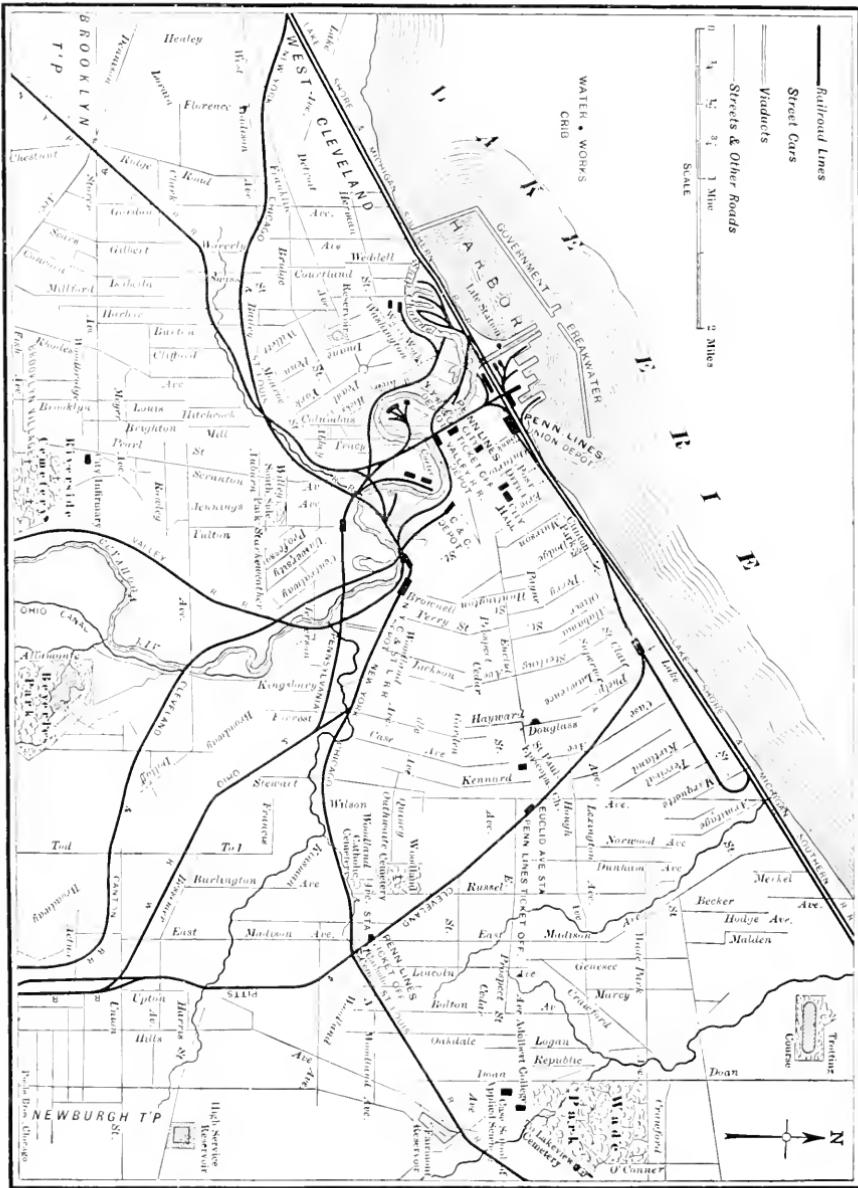
From any steamboat landing or railroad depot to any hotel or private residence, on or west of Erie Street, or vice versa, for each passenger with ordinary baggage, fifty cents; east of Erie Street and on or west of Sterling Avenue, single passenger, seventy-five cents; for two or more passengers, each, fifty cents; east of Sterling Avenue and on or west of Willson Avenue, for one or three passengers, one dollar and fifty cents; for each additional passenger, fifty cents; east of Willson Avenue to city limits, for one or three passengers, two dollars; for each additional passenger, one dollar; on or east of State and York Streets, single passenger with ordinary baggage, fifty cents; for two or more passengers, each, fifty cents; west of State and York streets and east of or on Liberty Street, West Side, one or more passengers, each, seventy-five cents; for each additional passenger, fifty cents; west of Liberty Street or south of Walworth Run or Cuyahoga River, for one or three passengers, one dollar and fifty cents.

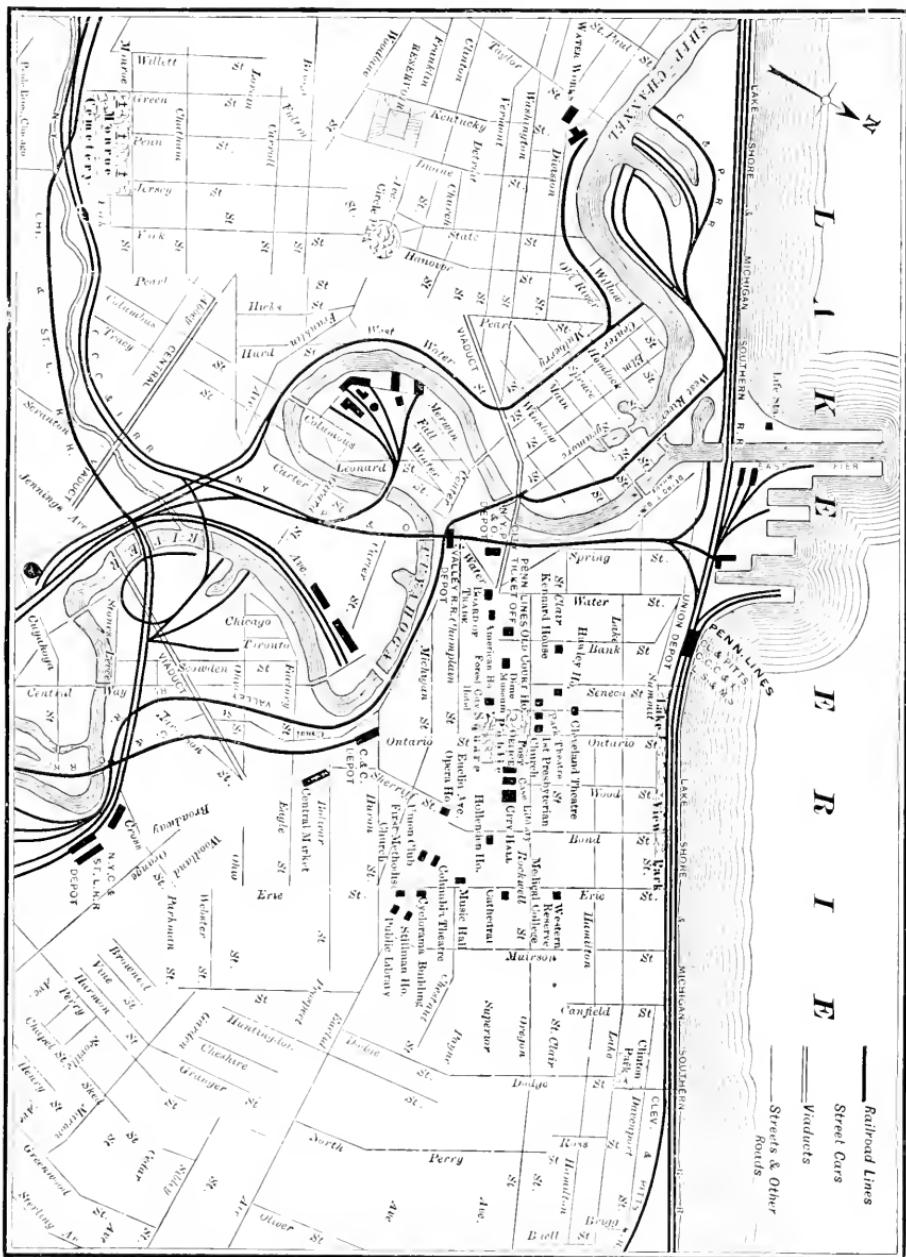
The rate for coupe service per hour is one dollar, for coach service per hour, between 7.00 A. M. and 11.00 P. M., is one dollar and fifty cents for first and one dollar for each succeeding hour. For Hansom and Standard cab service the rate per mile or any fraction thereof is twenty-five cents per passenger or one dollar per hour. Prices by the hour include all stops. Prices by distance do not include stops of over five minutes.

From Cleveland the Pennsylvania Lines lead as follows:

The Cleveland & Pittsburgh and Pennsylvania Railroads via Pittsburgh to Baltimore, Washington, Philadelphia and New York.

The Mt. Vernon and Pan Handle Route to Columbus, Cincinnati, Indianapolis and St. Louis.





CLEVELAND (Business Portion).

HARRISBURG.

The Harrisburg Transfer Company charges from depot to hotels and residences within the city and vice versa twenty-five cents per passenger and twenty-five cents per trunk.

The rates for Gerney cabs are as follows:

Market Street to Reilly or Magnolia, or less (one or two addresses), each person, twenty-five cents; four persons, seventy-five cents. Reilly to city limits and Magnolia to city limits, one or two persons, additional, ten cents; three or four persons, additional, fifteen cents. Front Street to Allison Hill at same rates. To Opera House, parties, etc., and return, within limits, one or two persons, one dollar and fifty cents; three or four persons, two dollars. By the hour: Within limits, one or two persons, sixty-five cents; within limits, three or four persons, seventy-five cents.

Regular cab stand is at the southwest corner of Second Street and Strawberry Avenue.

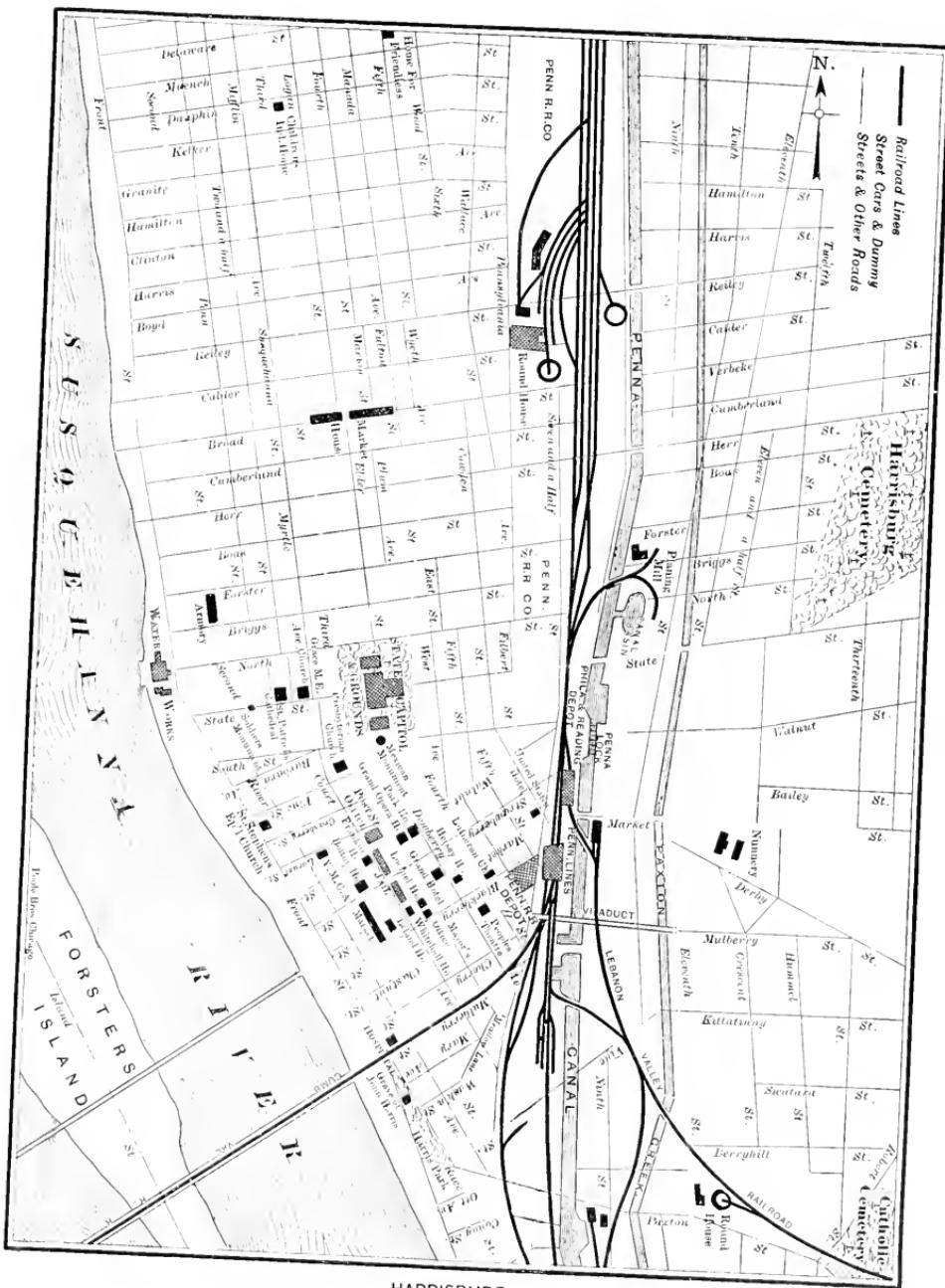
From Harrisburg the Pennsylvania Lines lead:

East to Philadelphia and New York.

South to Baltimore and Washington.

North to Wilkesbarre, Elmira and Canandaigua.

West to Erie, Pittsburgh, Cleveland, Toledo, Chicago, Columbus, Cincinnati, Indianapolis, Louisville and St. Louis.



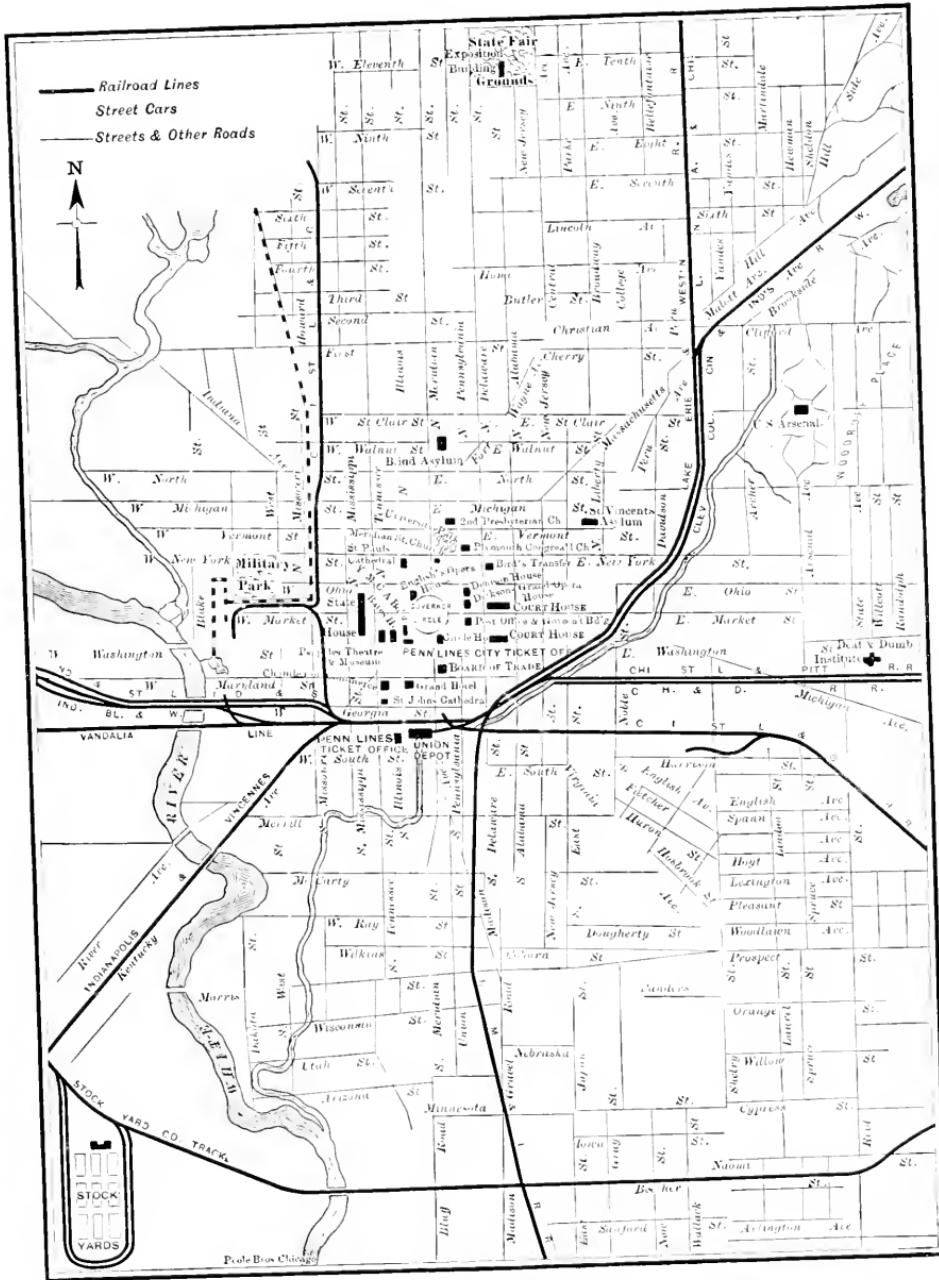
HARRISBURG.

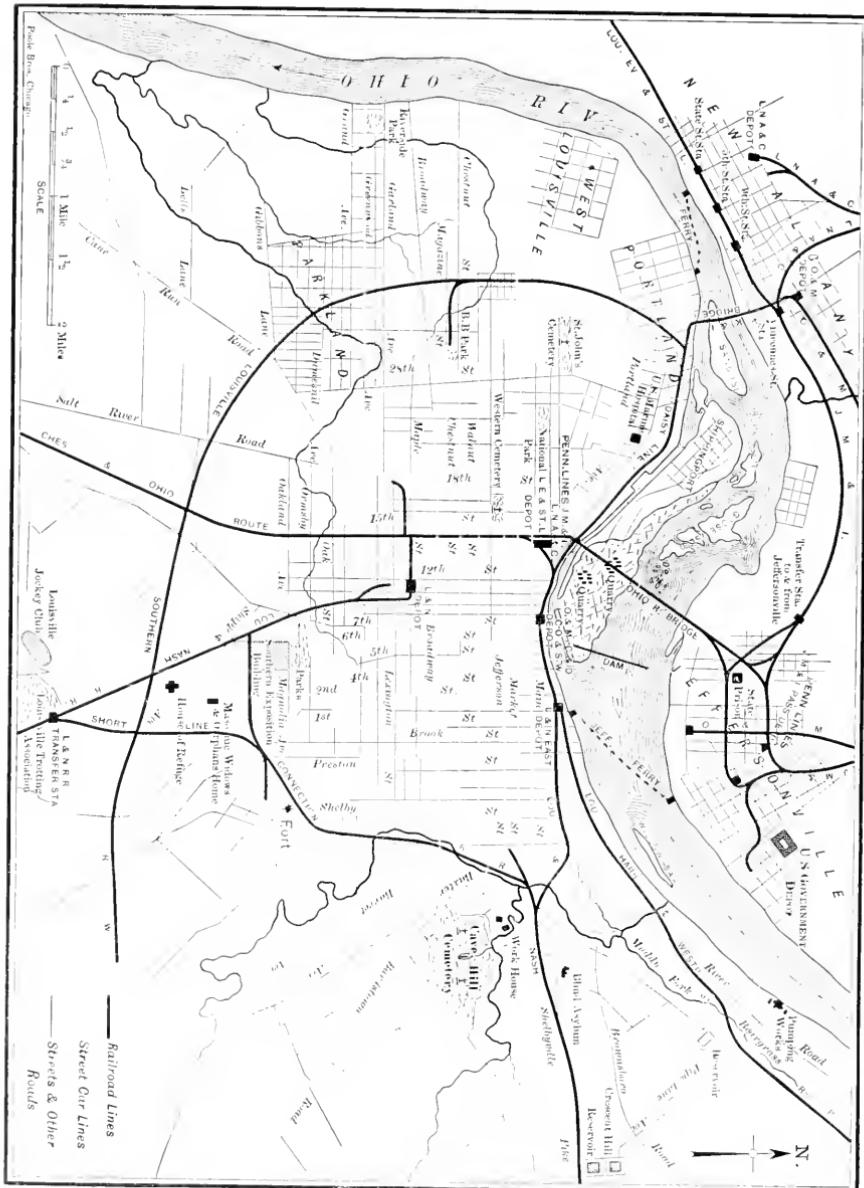
INDIANAPOLIS.

Indianapolis has a systematic and complete passenger and baggage transfer and cab line. The omnibus fare from depot to hotels and vice versa is twenty-five cents for each passenger and twenty-five cents additional for each trunk. Omnibuses only carry passengers between hotels and depot. The carriage fare from Union Depot to hotels and residences in any part of the city is fifty cents, including one trunk. Hansom cab fare from hotels or residences to and from the depot is twenty-five cents within a mile radius of the circle, which radius extends from North to South Streets and from East to West Streets. Beyond that limit twenty-five cents additional is charged to any point within the city limits. The charge for Hansom cab per hour is seventy-five cents and seventy-five cents for each additional hour or fraction thereof. Coupe fare is one dollar per hour for each hour or fraction thereof.

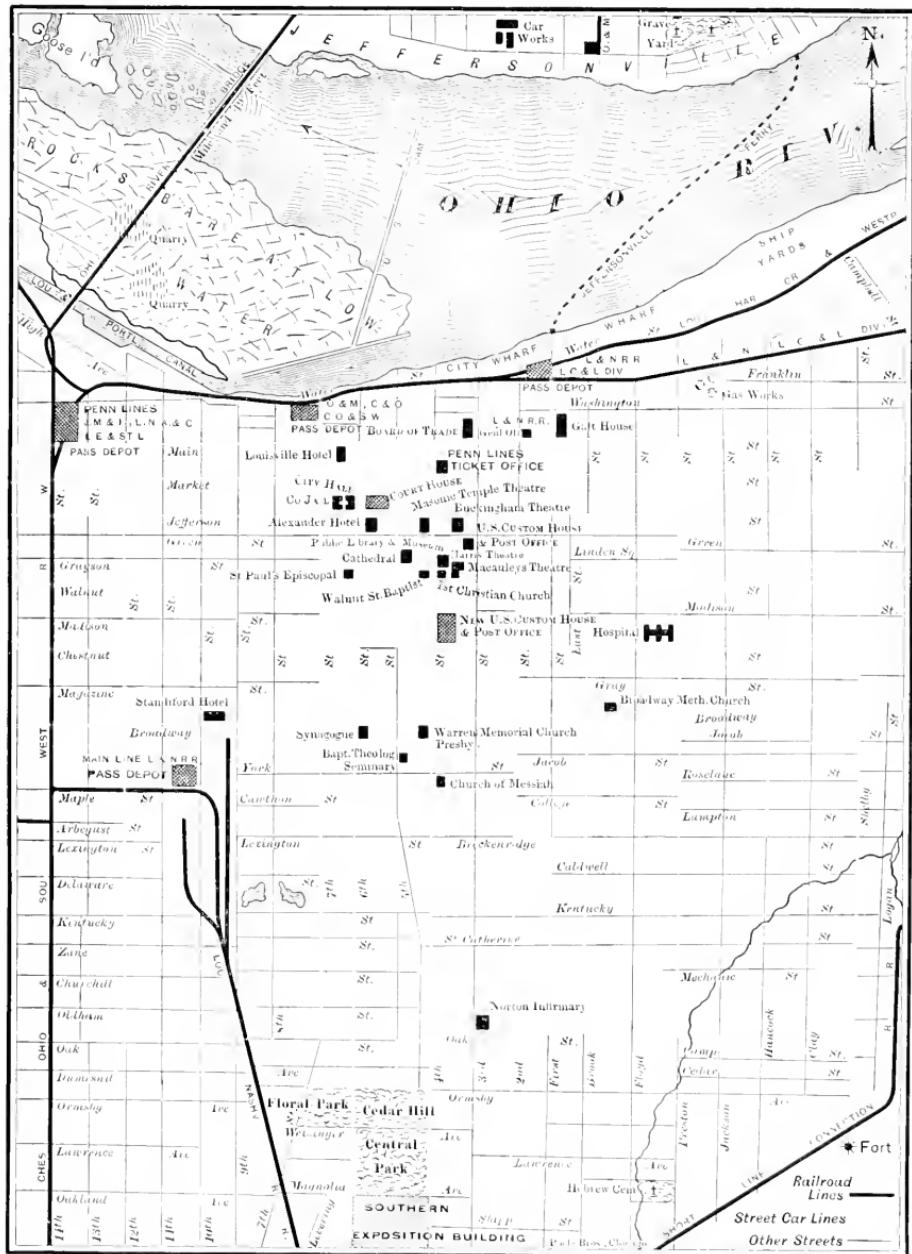
Hack and cab stands are in front of the Denison House, Bates House and Grand Hotel.

From Indianapolis the Pennsylvania Lines lead by direct routes to the North, East, South and West. The Chicago, St. Louis & Pittsburgh Railroad (Pan Handle Route) controls the direct line to Chicago and by way of Pittsburgh and the Pennsylvania Railroad runs through cars to Baltimore, Washington, Philadelphia and New York. The Jeffersonville, Madison & Indianapolis Railroad ("Jeff Route") is the short line to Louisville and the Vandalia Line is the route to St. Louis.





LOUISVILLE.



LOUISVILLE (Business Portion).

LOUISVILLE.

The Louisville Transfer Co. charges fifty cents for each passenger and twenty-five cents for each trunk to and from depots; fifty cents for a trunk unaccompanied by a passenger, twenty-five cents per trunk when there is more than one. By the hour the charge for carriages is one dollar and fifty cents, for coupes one dollar.

From Louisville the Pennsylvania Lines lead to the North, East and West. To Chicago, the J., M. & I. and Pan Handle Route is the direct line.

To St. Louis, the J., M. & I. R. R., via Indianapolis and the Vandalia Line, offers good accommodations.

To the East, the Louisville & Nashville Railroad connects at Cincinnati with the Pittsburgh, Cincinnati & St. Louis Railway—Pan Handle Route—which runs through cars via Pittsburgh to Baltimore, Washington, Philadelphia and New York.

NEW YORK.

Stages run from the corner of South Fifth Avenue and Bleecker Street up Fifth Avenue to Seventy-Second Street. Fare, five cents.

Before hiring a cab or carriage in New York be sure to make an exact agreement with the driver as to the charge. If you do not you are likely to be subjected to an attempted overcharge and annoyance. The legal rates are fixed by city ordinance, as follows:

ONE-HORSE "CABS" OR "HANSOMS."—1. For conveying one or more persons any distance, sums not exceeding the following amounts: Fifty cents for the first mile or part thereof, and each additional half-mile or part thereof, twenty-five cents. By distance, for "stops" of over five minutes and not exceeding fifteen minutes, twenty-five cents. For longer stops, the rate will be twenty-five cents for every fifteen minutes or fraction thereof, if more than five minutes. For a brief stop, not exceeding five minutes in a single trip, there will be no charge.

2. For the use of a cab (or hansom) by the hour, with the privilege of going from place to place, and stopping as often and long as may be required, one dollar for the first hour or part thereof, and for each succeeding half-hour or part thereof, fifty cents.

TWO-HORSE "COACHES."—3. For conveying one or more persons any distance, sums not exceeding the following amounts: One dollar for the first mile or part thereof, and each additional half-mile or part thereof, forty cents. By distance, for stops of over five minutes and not exceeding fifteen minutes, thirty-eight cents. For longer stops the rate will be thirty-eight cents for every fifteen minutes. For a brief stop, not exceeding five minutes in a single trip, there will be no charge.

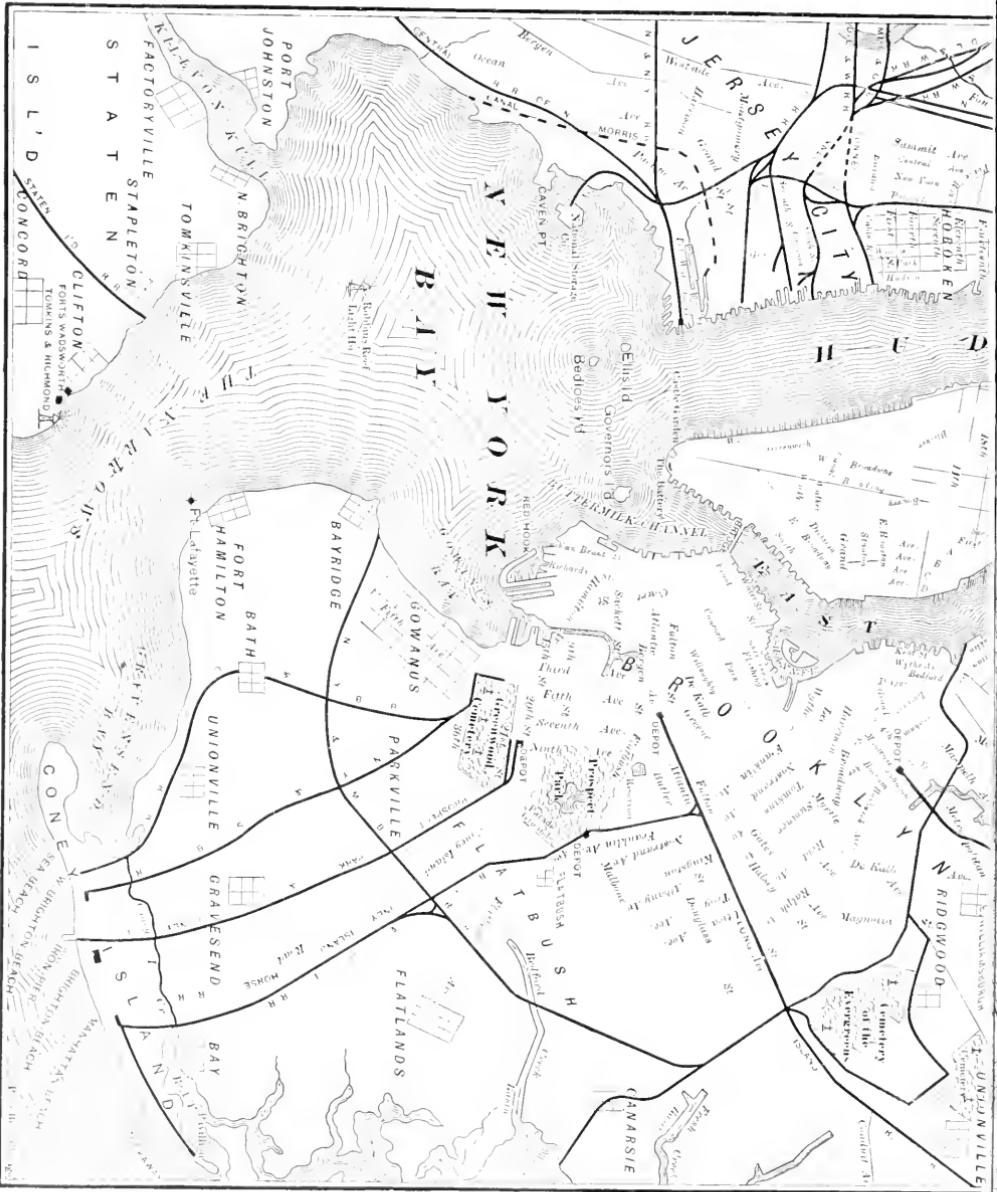
4. For the use of a coach by the hour, with the privilege of going from place to place and stopping as long and often as may be required, one dollar and fifty cents for the first hour or part thereof, and for each succeeding half-hour or part thereof, seventy-five cents.

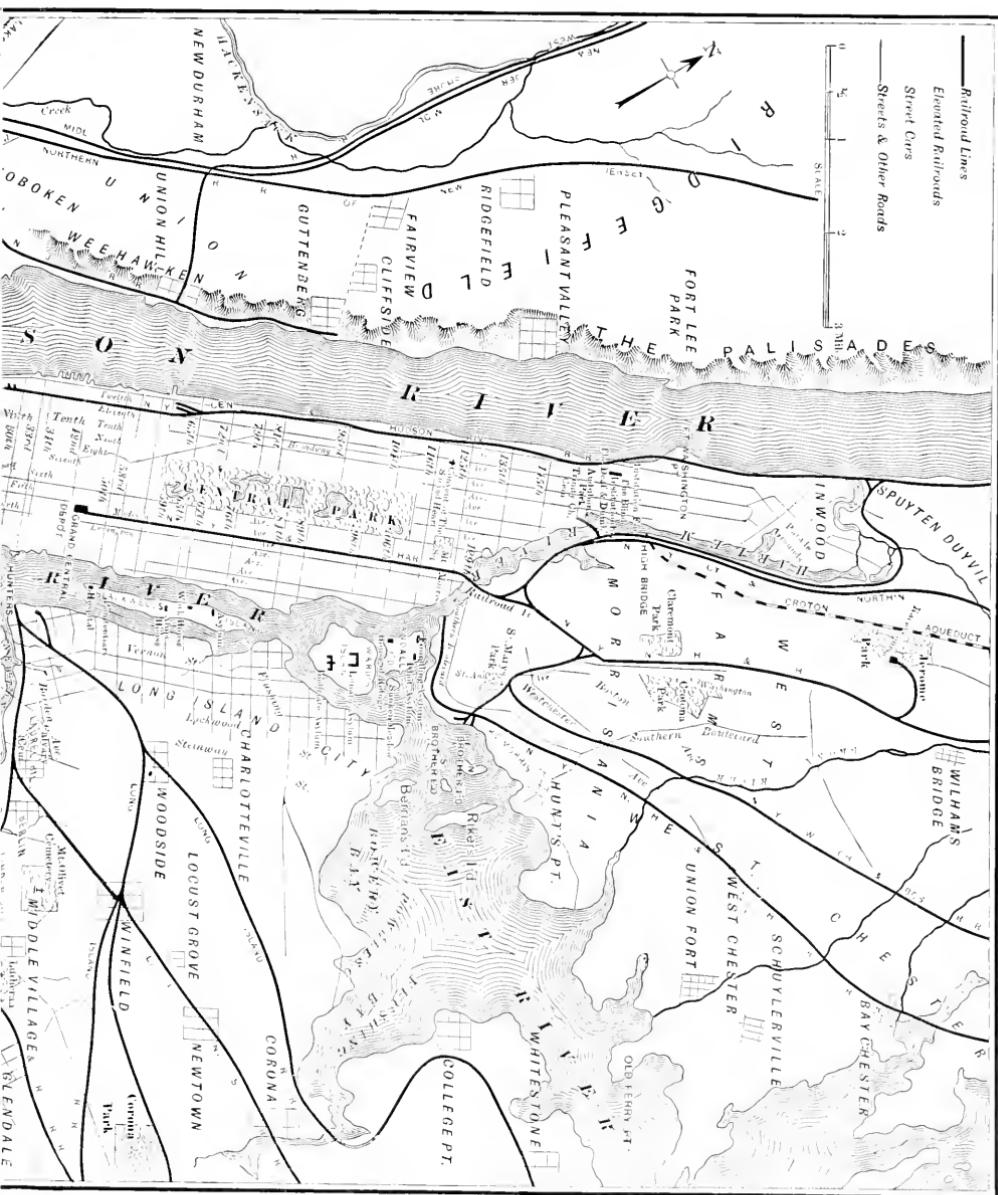
5. No cab or coach shall be driven the time-rate at a pace less than five miles an hour.

6. From "line balls" (i. e. large social gatherings where cabs and carriages pass in line), one or two passengers, to any point south of Fifty-Ninth Street, two dollars; each additional passenger, fifty cents; north of Fifty-Ninth Street, each additional mile shall be charged for at a rate not to exceed fifty cents per mile.

7. Every owner or driver of any hackney coach or cab shall carry on his coach or cab one piece of baggage, not to exceed fifty pounds in weight, without extra charge; but for any additional baggage he may carry he shall be entitled to extra compensation at the rate of twenty-five cents per piece.

From New York, the Pennsylvania Lines lead to Philadelphia, Baltimore, Washington, Harrisburg, Pittsburgh, Cleveland, Cincinnati, Indianapolis, Louisville, St. Louis and Chicago.





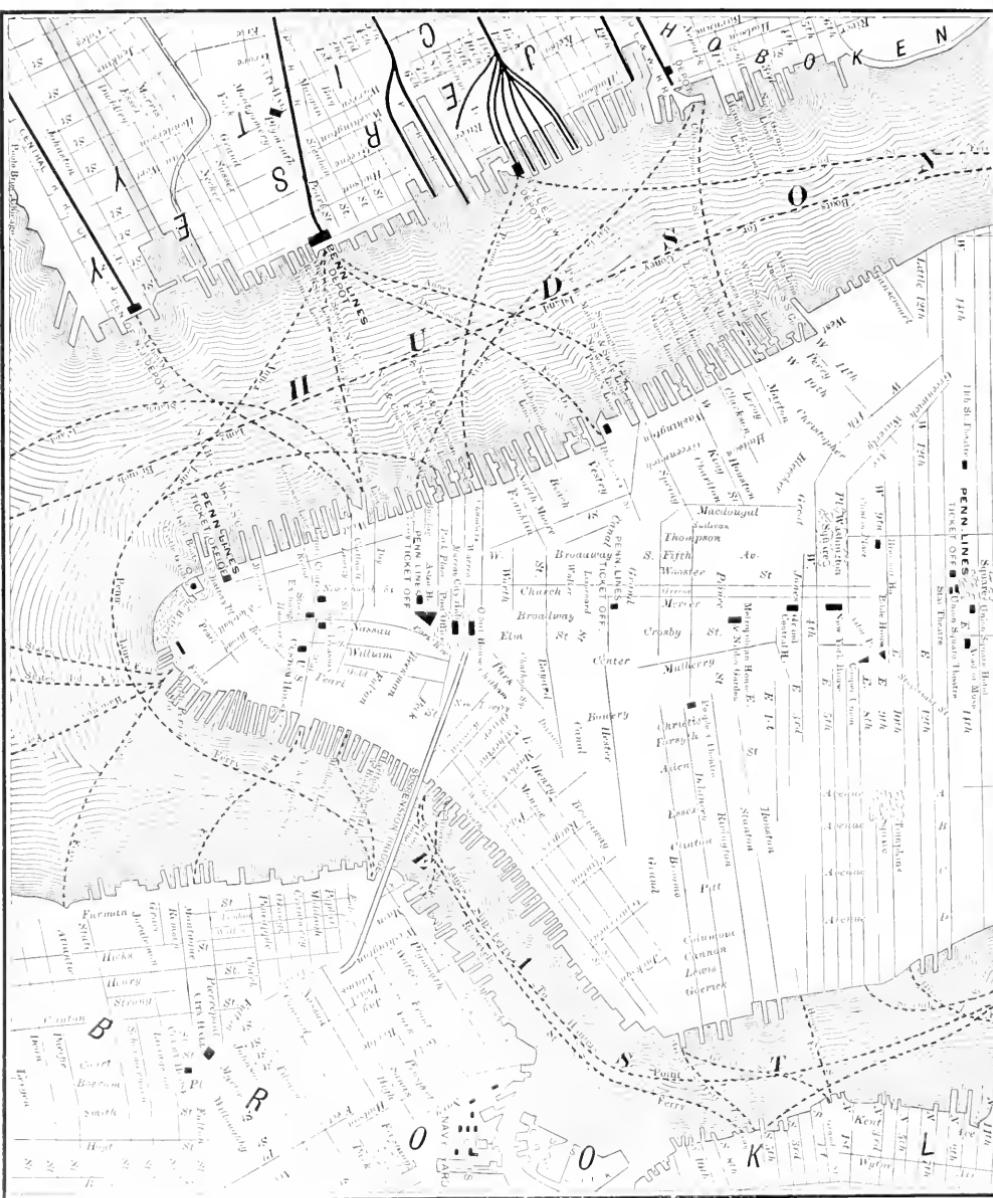
THE HOTELS AND RESTAURANTS OF NEW YORK

(Condensed from Appleton's Dictionary of New York.)

The hotels of New York may be generally divided into three great classes: (1) those kept on the American plan, (2) those kept on the European plan and (3) those in which these two methods are combined. The prices of rooms on the European plan have a wide range, depending entirely upon size and location. From \$1 to \$3 per day is a fair estimate; the former price will procure a single room for one gentleman and the latter a fair-sized chamber for two persons, at a good house. For suites, comprising sitting-room, bed-room and bath, \$20 to \$50 per week is a fair average price. At all hotels on the American plan at least three meals a day are served. The prices range from \$2.50 a day to \$4.00 a day; but these merely represent a basis upon which higher prices are computed for rooms of extra size, number and location. Among the first-class hotels on this plan are the Fifth Avenue, Windsor, Metropolitan, Grand Central and New York. Among the most elegant hotels in New York which are conducted on the European plan are the Brunswick, the Buckingham, the Brevoort, the Grand, the Gilsey, the Hoffman and the St. James. The Astor, far downtown, maintains its old reputation. Among the less expensive but excellent hotels on this plan are the Continental, Glenham, St. Denis, St. Cloud and Union Square. The best hotels at which either of these two plans may be elected are the Clarendon, Sturtevant and Ashland. When a stay of several weeks or months at an hotel is contemplated a considerable reduction from the regular rates can always be obtained. The understanding to that effect should be had, however, immediately upon your arrival.

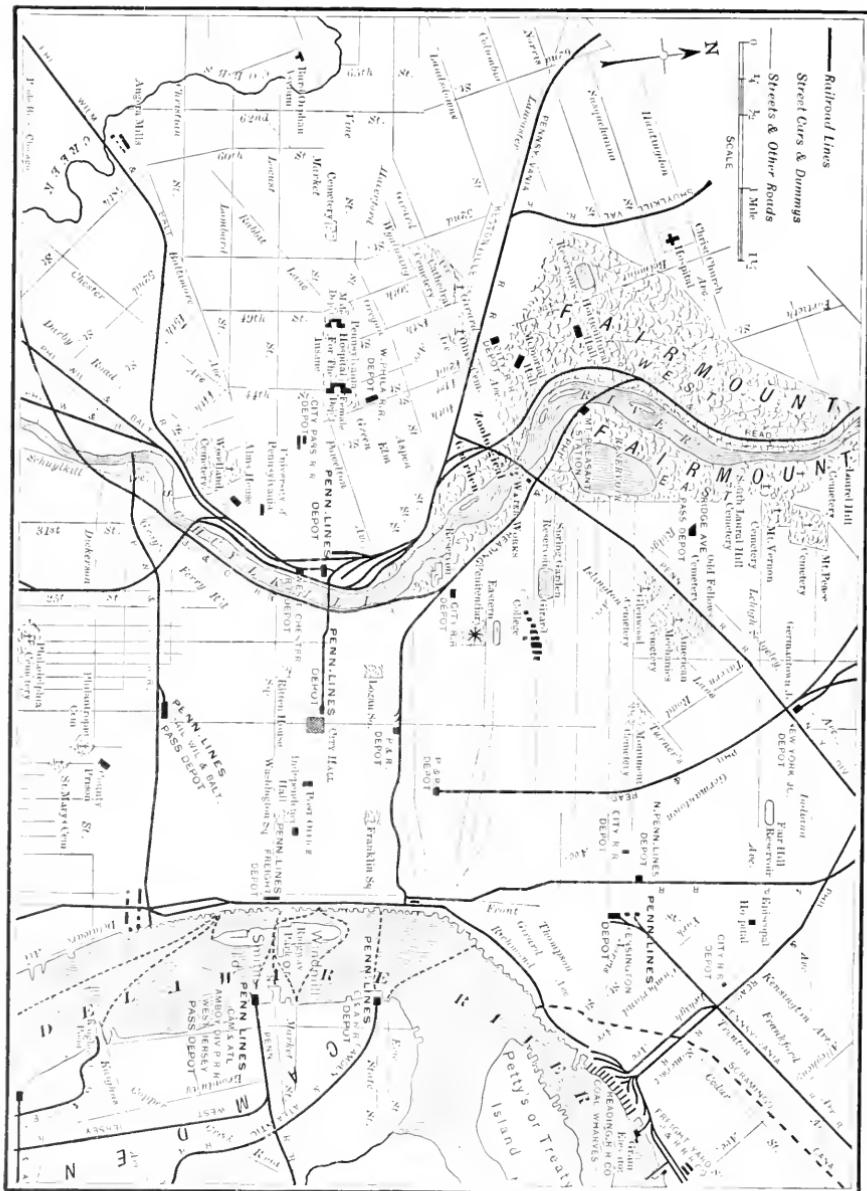
Under the name of restaurants come oyster saloons, chop-houses, lunch-counters, fifteen-cent restaurants, commonly called "hash-houses," foreign restaurants, the restaurants attached to first-class hotels kept upon the so-called European plan, dairies and restaurants proper. Beginning at the top, Delmonico's restaurant occupies a large building fronting on Fifth Avenue, Broadway and Twenty-sixth Street. The *cuisine* and the service of this house are not surpassed by any restaurant in the world and the same may safely be said of the prices, which are commensurate with the service. Two persons can dine at Delmonico's modestly for \$5.00, but unless one is prepared to spend at least that amount he should seek some less expensive place. It may be said here, however, that at Delmonico's, as at all other strictly first-class restaurants, the rule that what is enough for one is enough for two obtains. If the waiter on taking an order for two persons inquires whether you wish one portion or two, it is certain that one is enough. If the point is not raised by the waiter, the inquiry should be made by the diner. Diagonally opposite Delmonico's, on Fifth Avenue, and covering the front of the square between Twenty-sixth and Twenty-seventh Streets, is the Hotel Brunswick, which has the most charming dining-hall in this country. The food, as regards cooking and service, is quite as good as that at Delmonico's and quite as expensive. Among the other strictly first-class restaurants, where the

prices are, however a trifle lower than at these two places, are the restaurants connected with the Gilsey House, Broadway and Twenty-ninth Street; the Hoffman House, Broadway, between Twenty-fourth and Twenty-fifth Streets; the St. James Hotel, Broadway and Twenty-sixth Street, and the Coleman House, at Broadway and Twenty-seventh Street, and the Parker House, at Broadway and Thirty-fourth Street. At Taylor's Saloon, under the St. Denis Hotel, at Broadway and Eleventh Street, the cooking and service are very good and a fair dinner for two persons may be obtained for \$2.00, without wine, or a modest one for even less. Clark's, in West Twenty-third Street; Purssell's, Broadway, near Twentieth Street, and the Vienna Bakery, at Broadway and Tenth Street, are places most frequented by ladies. At the Sinclair House, at Broadway and Eighth Street, the cooking is excellent and the prices moderate. Among the best places in New York to breakfast or dine are a number of restaurants kept by foreigners, where a good *table d'hôte* dinner consisting of five courses and accompanied by a pint bottle of fair claret may be obtained. Some of the best of these are Morello's, Twenty-ninth Street east of Broadway, dinner from 6 to 8, at \$1.25, and Moretti's, at Third Avenue and Fourteenth Street at \$1.00. *Table d'hôte* dinners are also served at the Brunswick; at Purssell's, Broadway, near Twentieth Street; at Donavan's, in Twelfth Street, near Fifth Avenue; Jacque's, at 54 West Eleventh Street, and at the Metropolitan Hotel. Prices vary at these places from \$1.00 to \$1.50. In the lower part of the city the restaurants chiefly assume the character of lunch-rooms. Delmonico's, at 341 Broadway; Delmonico's, in Broad Street, near Exchange Place; Delmonico's, at the Junction of Beaver and William Streets; Sutherland's, 64 Liberty Street; Cable's, in Broadway, near Pine Street; are of excellent repute. Perhaps the most popular lunch-room in the city is in the rotunda of the Astor House. The Metropolitan Hotel, at the corner of Broadway and Prince Street; the Grand Central, in Broadway, opposite Bond Street, and the Morton House, corner of Broadway and Fourteenth Street, have connected with them fine restaurants and lunch-rooms. Among the German lunch-rooms the best are the Rathskeller, in the basement of the *Staats Zeitung* building, in Printing House Square; the Postkeller, in a basement at the northwest corner of Broadway and Barclay Street, and Hollender's, in the basement corner of Broadway and Chambers street. Under the New York *Times* building, in Printing House Square, is Nash & Crook's, a large and wellpatronized restaurant. The "15-cent eating-houses," so called because a cut from a joint, with "trimmings" of bread, butter, potatoes and pickles, is served for 15 cents, and other dishes at corresponding prices, are very numerous in the lower part of the city. Among the best are Currier's and the Belmont, both in Fulton Street, between Broadway and Nassau Street; Legget's, in Chatham Street, near North William Street; Everett's, in Chatham Street, just above Chambers Street; Smith & McNeil's, in Washington Market. There are a number of French restaurants, the largest and best of which is Mouquin's, in Fulton Street, east of Broadway and running through to Ann Street. Vianest's, in Fulton Street, just below William Street, is a small but well-kept place. There are oyster saloons in all the Avenues.

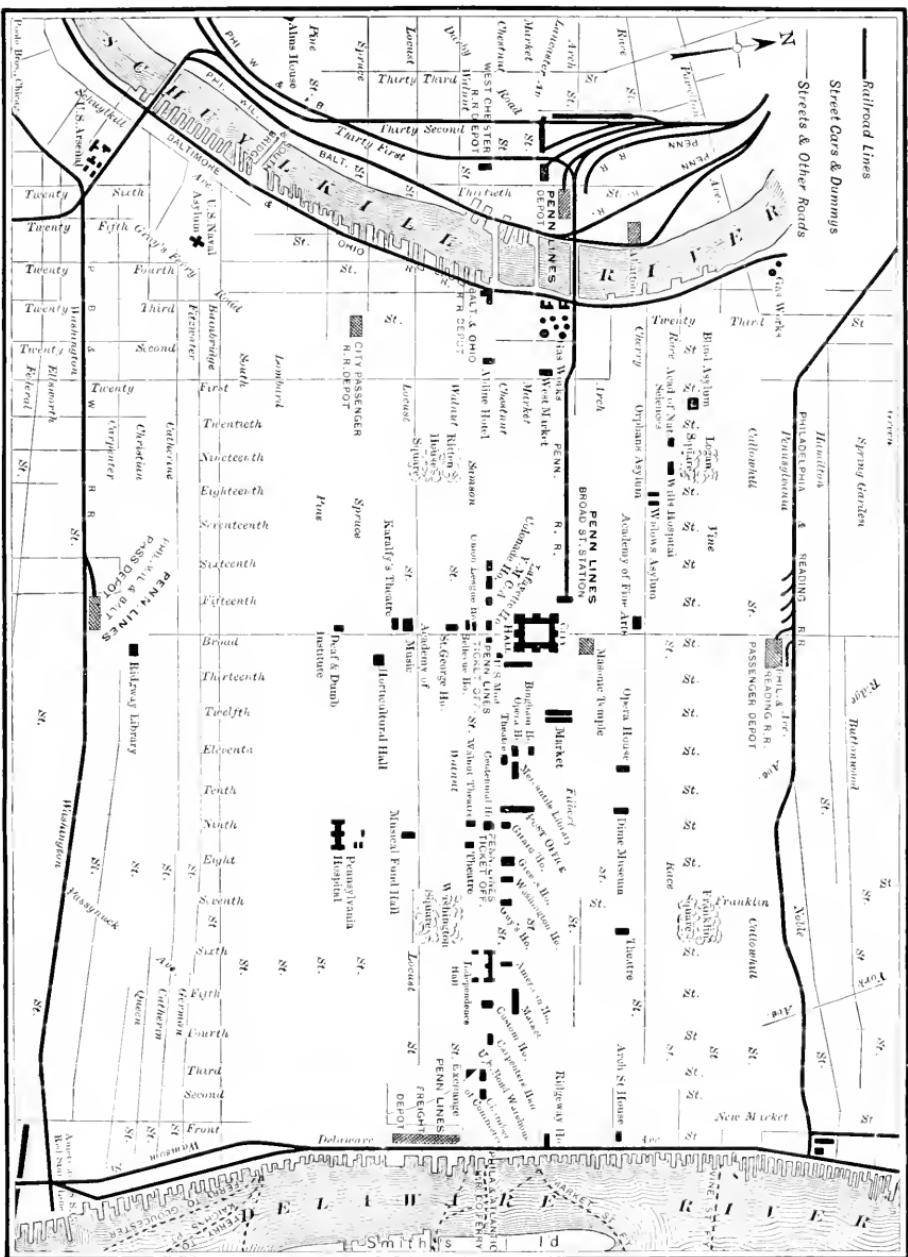




(Business Portion).



PHILADELPHIA.



PHILADELPHIA (Business Portion).

PHILADELPHIA.

The limits within which the regular rates for cabs as given below apply are as follows: North to Cambria Street, south to Snyder Avenue, west to Fiftieth Street, east to Delaware River.

PENNSYLVANIA RAILROAD CAB SERVICE—HANSOM RATES OF FARE, BY THE TRIP. One mile and one-half or less, to one address, one or two persons, twenty-five cents; one mile and one-half or less, to two addresses, one or two persons, fifty cents; each additional mile or fraction thereof, one or two persons, fifteen cents.

BY THE HOUR. For the first hour or fraction thereof, one or two persons, sixty-five cents; for each additional hour, one or two persons, sixty-five cents; for each additional quarter hour or less, one or two persons, twenty cents. No charge for small parcels carried inside the vehicle. Valises, each, ten cents.

RATES OF FARE FOR FOUR-WHEELER—BY THE TRIP. One mile and one-half or less, to one address, one or two persons, forty cents; one mile and one-half or less, to two addresses, one or two persons, seventy cents; each additional passenger, ten cents; each additional mile or fraction thereof, one or four persons, twenty cents.

BY THE HOUR. For the first hour or fraction thereof, one or four persons, seventy-five cents; for each additional hour, one or four persons, seventy-five cents; for each additional quarter hour or less, one or four persons, twenty cents. No charge for small parcels carried inside the vehicle. Valises, each, ten cents; trunks, each, twenty-five cents. Two pieces of baggage only allowed on each four-wheeler. Engagements for more than two addresses will be charged for by the hour. Ten squares equivalent to one mile.

STANDARD CAB CO.'S SERVICE—BY THE TRIP. Fifteen squares or less, one or two addresses, hansom or cab, each person, twenty-five cents; fifteen squares or less, three or four persons, cab, seventy-five cents; each additional ten squares or less, one, two, three or four persons, fifteen cents.

BY THE HOUR. Hansoms, within limits, sixty-five cents; hansom, park, one dollar; cabs, within limits, one or two persons, sixty-five cents; cabs, within limits, three or four persons, seventy-five cents; cabs, park, one, two, three or four persons, one dollar; hansom or cab, outside of limits, one dollar; theatres, balls and receptions and return, within twenty squares, one or two persons, one dollar and fifty cents; theatres, balls and receptions and return, within twenty squares, three or four persons, two dollars; large valises, ten cents; trunks, twenty-five cents; carriages and landaus, carrying four persons, one dollar and fifty cents; broughams and coupes, carrying two persons, one dollar; extension broughams or landauettes, carrying three persons, one dollar and twenty-five cents; victorias, double, two dollars; victorias, single, one dollar and fifty cents; victoria hansom, one dollar.

The prominent hack stands are located at the Broad St. Station, on South Penn Square, above Broad Street, and at the Continental, Girard and Lafayette Hotels.

From Philadelphia the lines of the Pennsylvania Railroad radiate in every direction: East to New York, Atlantic City, Cape May, and all the resorts of the New Jersey coast; South to Cape Charles, Baltimore, Washington and Richmond; North to Reading, Williamsport, Elmira and Canandaigua; West to Harrisburg, Pittsburgh, Cleveland, Columbus, Cincinnati, Toledo, Indianapolis, Louisville, St. Louis and Chicago.

PITTSBURGH AND ALLEGHENY.

In omnibuses of the Excelsior Livery and Baggage Express Co. the charge between Pittsburgh Union Station and any principal hotel is twenty-five cents per passenger, fifty cents for one passenger with trunk; one trunk unaccompanied by passenger to or from Union Station, forty cents; between Union Station and Allegheny, fifty cents.

The same company charges for carriages and coupes between Union Station and hotel for one person, fifty cents; two persons, one dollar; three or four persons (in carriage), one dollar and fifty cents; for single hour, carriage, one dollar and fifty cents; coupe, one dollar; for two hours, carriage, two dollars and fifty cents; coupe, two dollars; three hours, carriage, three dollars and fifty cents; coupe, two dollars and fifty cents.

The rates for Standard cabs are: Between Union Station and hotel, twenty-five cents; per hour, seventy-five cents; half hour, fifty cents; quarter hour, twenty-five cents.

Bridge toll will be added to rates given above and when a conveyance is engaged the driver should be informed whether it is desired by the hour or the trip.

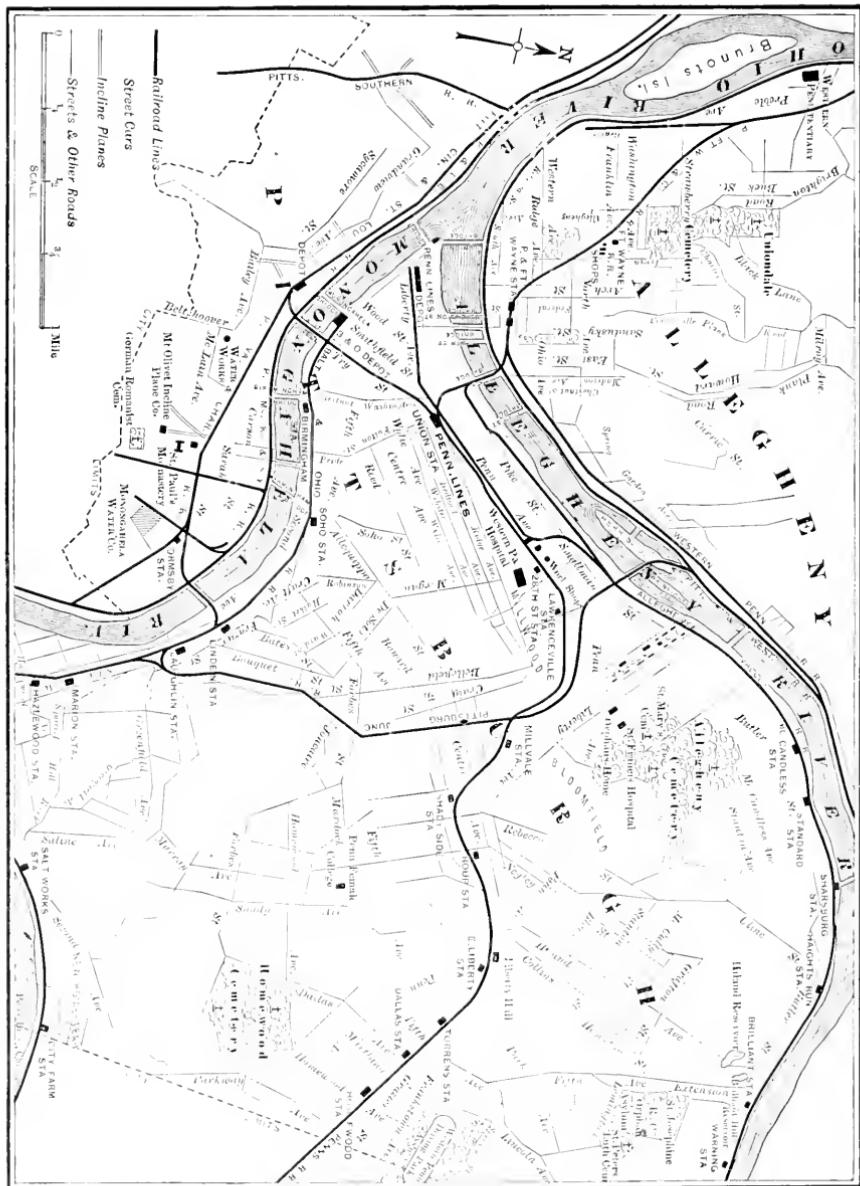
At Allegheny station of the Pennsylvania Company carriages and coupes may be secured of the Allegheny Express Company at rate of one dollar per hour for carriages and seventy-five cents per hour for coupes.

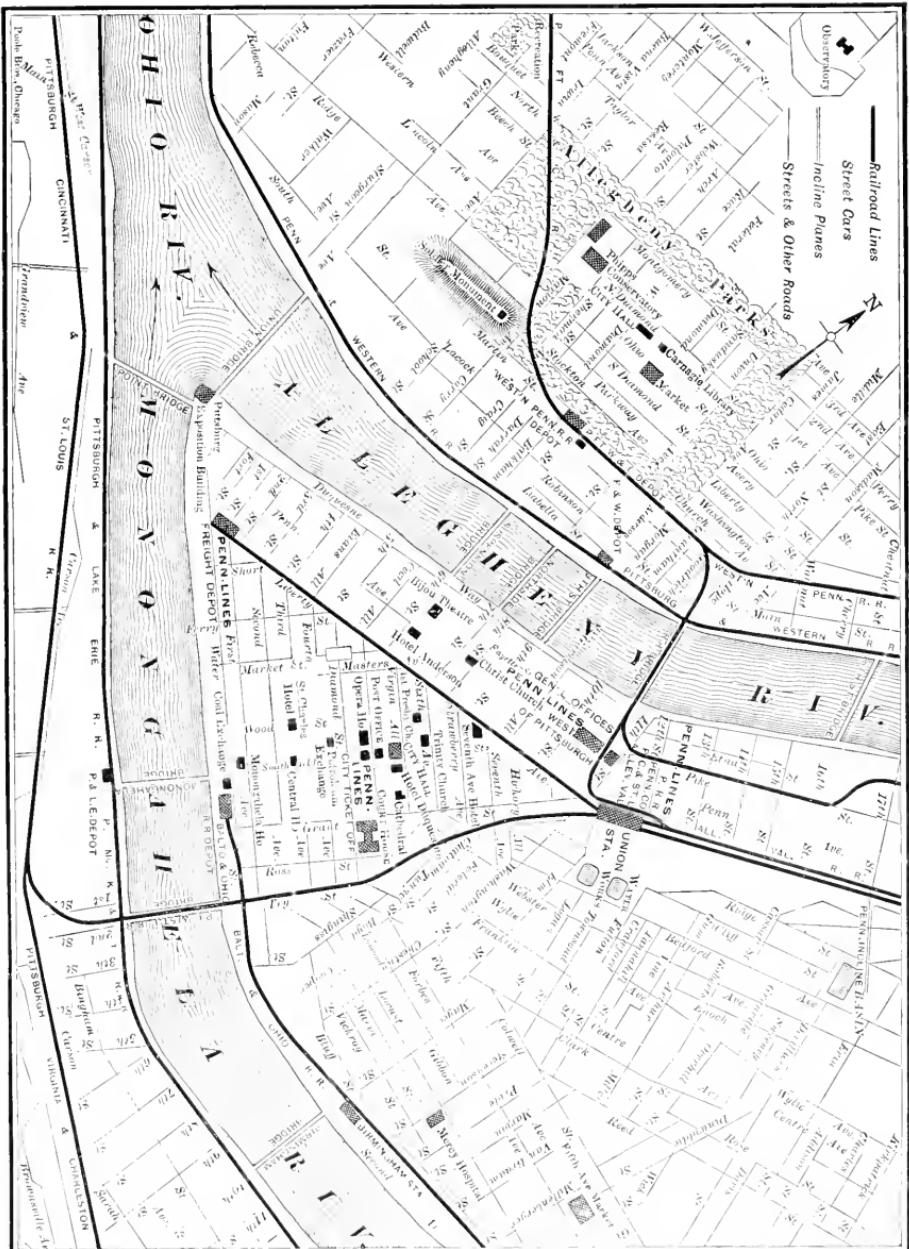
From Pittsburgh the Pennsylvania Lines lead:

East via the Pennsylvania Railroad to Harrisburg, Baltimore, Washington, Philadelphia and New York.

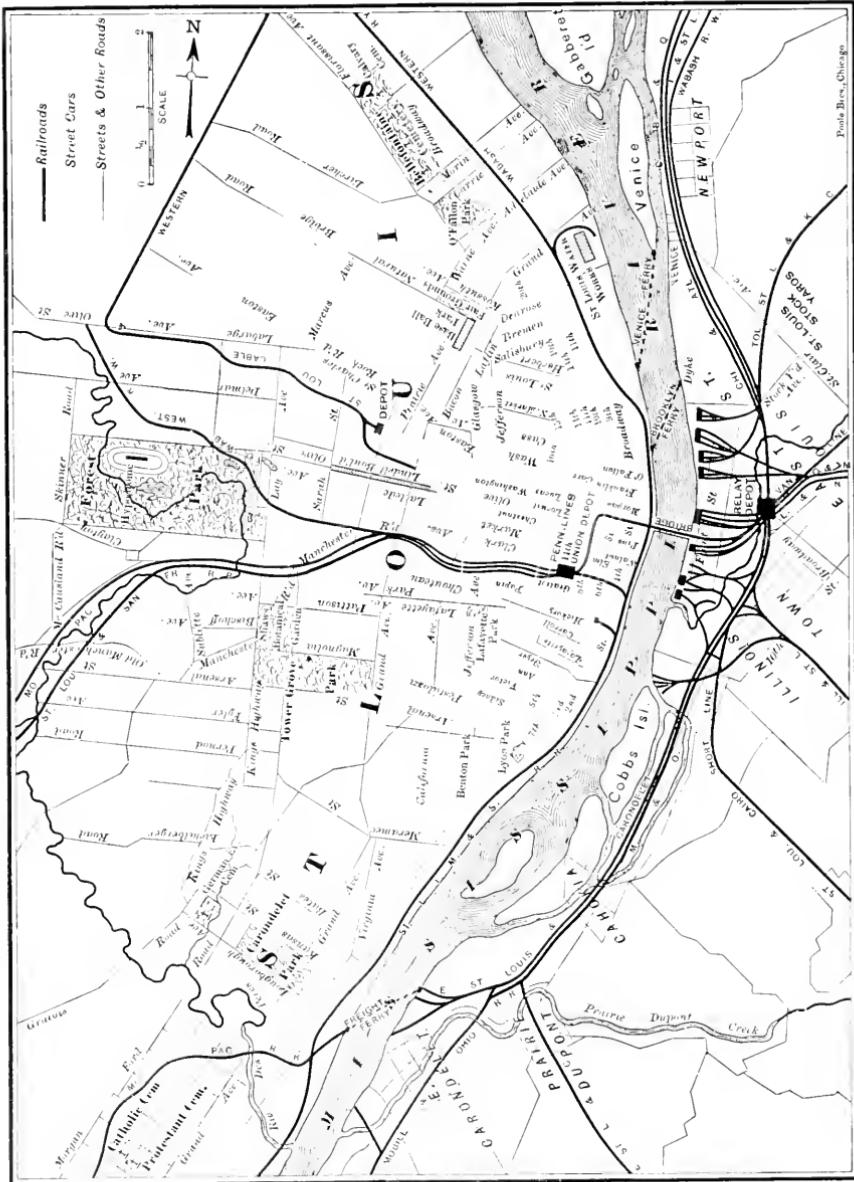
North via the Pennsylvania Company's Lines to Erie, Ashtabula and Cleveland.

West via the Fort Wayne Route to Toledo and Chicago; via the Pan Handle Route to Columbus, Cincinnati, Indianapolis, Louisville and St. Louis.

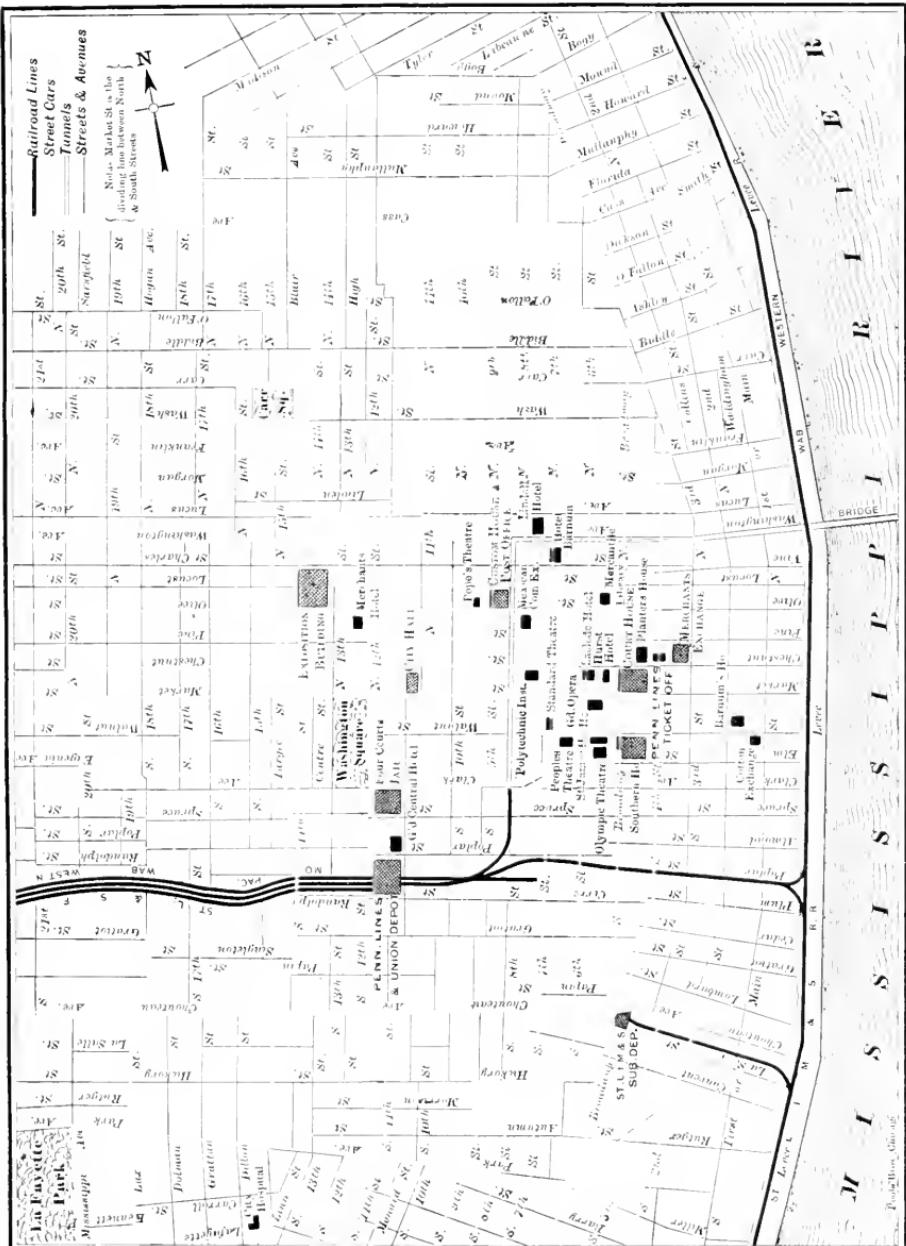




PITTSBURGH AND ALLEGHENY (Business Portion).



ST. LOUIS.



ST. LOUIS (Business Portion).

ST. LOUIS.

The St. Louis Transfer Co. runs omnibuses and carriages from the Union Depot to hotels and residences all over the city. It checks baggage on trains to residences and hotels, or from hotels and residences to destination of ticket held by passenger, and calls at residences or hotels for passengers. Its rate in omnibuses is fifty cents for passenger and ordinary baggage within the territory bounded on the west by Grand Avenue; beyond that limit there is an additional charge of twenty-five cents. The charge for carriages is about one and one-half times omnibus rates, the baggage being handled the same as when omnibuses are engaged. The principal hack stand in St. Louis is at the Court House, the block bounded by Chestnut, Fourth, Market and Broadway Streets. There is also a carriage stand at the depot.

The St. Louis Hansom Cab Co. has stands at the following points: Compton Avenue and Olive Street; Olive and Eighth Streets; west side of Sixth between Pine and Olive Streets; Planter's House; Southern Hotel; Lindell Hotel; Park and Mississippi Avenues. Cab rates are for one or two passengers, each mile twenty-five cents, additional half mile after the first mile fifteen cents; seventy-five cents per hour within three miles of the Court House, one dollar per hour beyond that limit.

From St. Louis the Pennsylvania Lines lead:

Via Vandalia Line and Illinois Central to Chicago.

Via Vandalia Line and Indianapolis to Cincinnati, Columbus, Cleveland, Pittsburgh, Baltimore, Washington, Philadelphia and New York.

WASHINGTON.

The rates of fare for hacks, cabs and other vehicles for hire for the conveyance of passengers, whether engaged upon the streets or at any livery stable, are fixed by police regulations as follows:

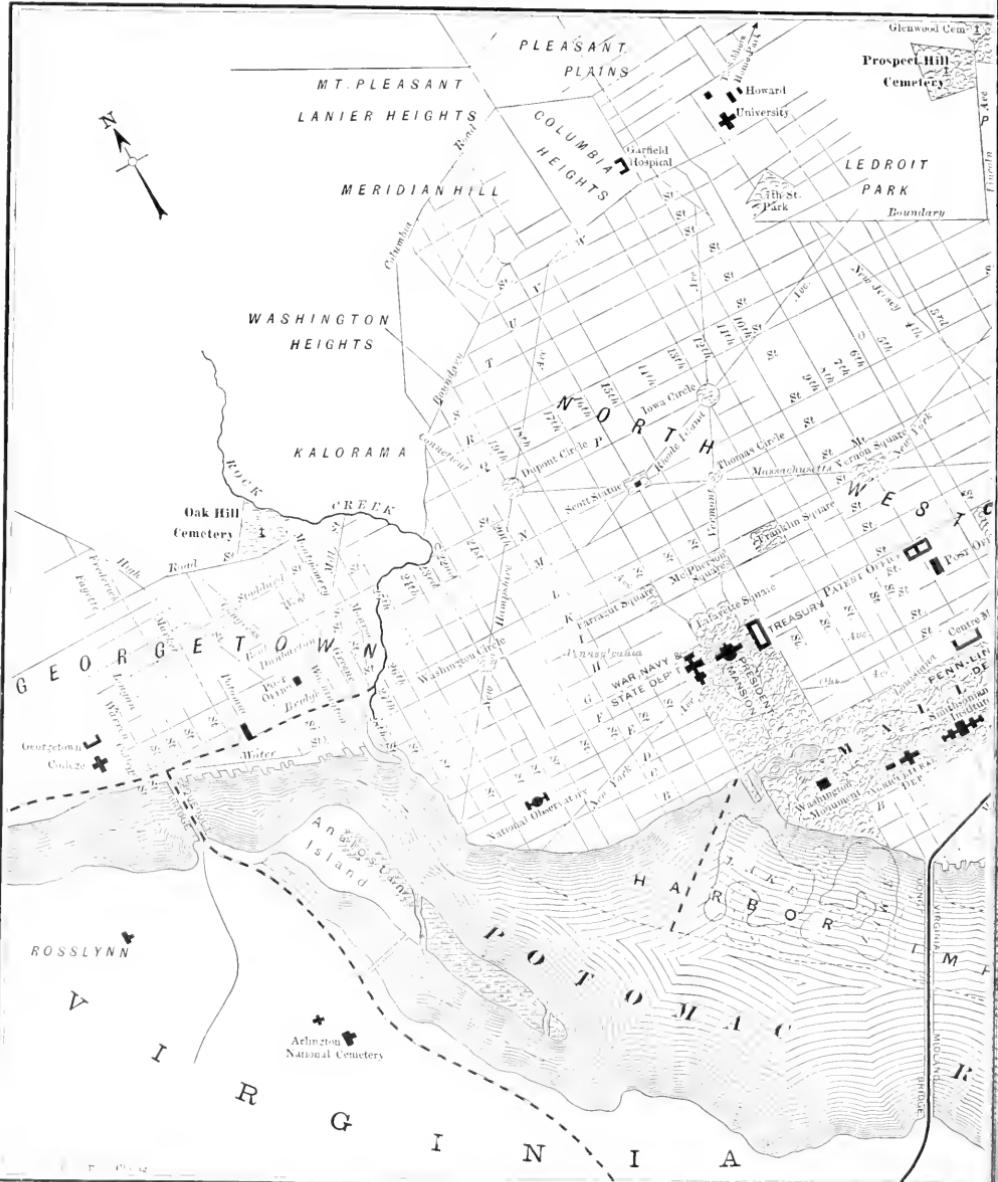
BY THE HOUR. Between five a. m. and half hour after midnight, one or two passengers, first hour, seventy-five cents; each additional quarter hour or part thereof, twenty cents; for multiples of one hour, charge per hour at rate of seventy-five cents; three or four passengers, first hour, one dollar; each additional quarter hour or part thereof, twenty-five cents; for multiples of one hour, charge per hour at rate of one dollar.

BY THE TRIP. Between five a. m. and half hour after midnight, for fifteen squares or less, each passenger, twenty-five cents; each additional five squares or part thereof, ten cents; for multiples of fifteen squares, charge per fifteen squares at rate of twenty-five cents.

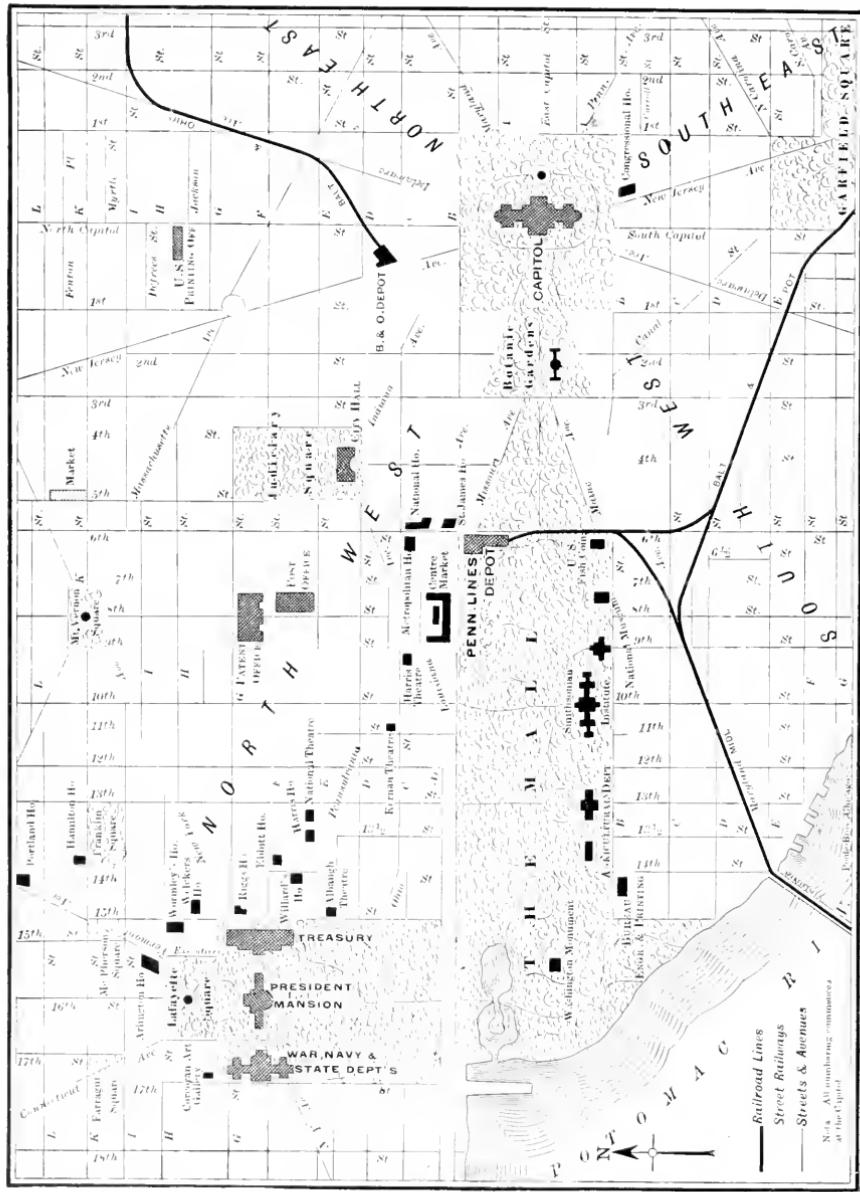
Between a half hour after midnight and five a. m. the charges are slightly higher than those specified above. When a two-horse hack is engaged at a livery stable the proprietor or driver may make in advance a special agreement which shall govern the charge for its use. Hacks engaged upon the street that are drawn by two horses and have seats for four passengers may charge by the hour at not to exceed one dollar and one-half for the first hour and twenty-five cents for each additional quarter hour, but they shall not be required to take fewer than two passengers. When it is not agreed that a hack is engaged by the hour it shall be considered that it is engaged by the trip. The fare to any point outside the cities of Washington and Georgetown shall in all cases be charged by the hour or part of an hour and if the hack is dismissed outside these cities a charge of twenty-five cents additional may be made.

All rates given above include for each passenger one trunk or other traveling box or bag and small packages that may be conveniently carried within the hack.

From Washington the Pennsylvania Lines lead as follows: East to Philadelphia and New York; north to Baltimore, Harrisburg, Elmira and Canandaigua; west to Pittsburgh, Cleveland, Columbus, Cincinnati, Indianapolis, Louisville, St. Louis, Toledo and Chicago.







WASHINGTON (Central Portion).

Information regarding Routes, Rates and Through Car Facilities will be furnished by any of the following named representatives of the

PENNSYLVANIA LINES.

F. VAN DUSEN.....	CHIEF ASS'T GEN'L PASS. AGENT.....	PITTSBURGH, PA.
C. W. ADAMS.....	ASS'T GEN'L PASS. AGENT.....	65 CLARK STREET, CHICAGO, ILL.
J. M. CHESBROUGH.....	ASS'T GEN'L PASS. AGENT.....	100 NORTH FOURTH STREET, ST. LOUIS, MO.
H. R. DERING.....	ASS'T GEN'L PASS. AG'T, ILLINOIS AND WASHINGTON STS., INDIANAPOLIS, IND.	
C. L. KIMBALL.....	ASS'T GEN'L PASS. AGENT.....	168 BANK STREET, CLEVELAND, O.
D. I. ROBERTS.....	ASS'T GEN'L PASS. AGENT.....	FOURTH AND VINE STS., CINCINNATI, O.
GEO. E. FARRINGTON.....	GENERAL AGENT.....	TERRE HAUTE, IND.

FOR THE INTERIOR STATES.

J. G. RUPLE.....	DISTRICT PASSENGER AGENT.....	COLUMBUS, O.
SAMUEL MOODY.....	DISTRICT PASSENGER AGENT.....	PITTSBURGH, PA.
A. F. READ.....	CITY PASSENGER AGENT.....	PITTSBURGH, PA.
SAMUEL A. MYERS.....	TRAVELING PASSENGER AGENT.....	PITTSBURGH, PA.
J. G. TOMLINSON.....	PASSENGER AGENT.....	WHEELING, W. VA.
WM. HUNTER.....	CITY PASSENGER AGENT.....	COLUMBUS, O.
H. D. KILCORE.....	TRAVELING PASSENGER AGENT.....	ALLIANCE, O.
C. F. CRAWSON.....	TRAVELING PASSENGER AGENT.....	NEWARK, O.
C. C. HAINES.....	TRAVELING PASSENGER AGENT.....	DAYTON, O.
GEO. E. ROCKWELL.....	LOCAL PASSENGER AGENT.....	INDIANAPOLIS, IND.
T. R. WILT.....	CITY PASSENGER AGENT.....	INDIANAPOLIS, IND.
CHAS. H. MIXER.....	TRAVELING PASSENGER AGENT.....	TERRE HAUTE, IND.
F. W. BUSKIRK.....	CITY PASSENGER AGENT.....	CINCINNATI, O.
G. G. BELTZHOOVER.....	CITY PASSENGER AGENT.....	CHICAGO, ILL.
G. W. METZGER.....	LOCAL PASSENGER AGENT.....	CHICAGO, ILL.
WM. FORSYTHE.....	CITY PASSENGER AGENT.....	ST. LOUIS, MO.
C. L. NESBIT.....	TRAVELING PASSENGER AGENT.....	COLUMBUS, IND.
J. G. MANLOVE, JR.....	TRAVELING PASSENGER AGENT.....	SPRINGFIELD, ILL.
D. L. SMITH.....	TRAVELING PASSENGER AGENT.....	FORT WAYNE, IND.
D. C. MACWATTERS.....	CITY PASSENGER AGENT.....	CLEVELAND, O.

FOR THE WEST AND NORTHWEST.

J. B. KIRKLAND.....	PACIFIC COAST AGENT.....	10 MONTGOMERY ST., SAN FRANCISCO, CAL.
J. M. GREAVES.....	TRAVELING PASSENGER AGENT.....	ST. PAUL, MINN.
ALBERT GEERLINGS.....	CITY PASSENGER AGENT.....	MILWAUKEE, WIS.
GEO. T. HULL.....	TRAVELING PASSENGER AGENT.....	DENVER, COL.
GEO. JENKINS.....	TRAVELING PASSENGER AGENT.....	DUBUQUE, IA.
THOS. H. THORP.....	TRAVELING PASSENGER AGENT.....	DES MOINES, IA.
G. B. TEEDRICK.....	TRAVELING PASSENGER AGENT.....	KANSAS CITY, MO.
CHAS. CONKLIN.....	NORTHWESTERN PASSENGER AGENT.....	KANSAS CITY, MO.
W. D. WETHERELL.....	SPECIAL PASSENGER AGENT.....	ST. LOUIS, MO.
J. VAN DUSEN.....	WESTERN TRAVELING AGENT.....	CHICAGO, ILL.
CHAS. E. OWEN.....	WESTERN PASSENGER AGENT.....	WICHITA, KAN.

FOR THE SOUTH AND SOUTHWEST.

A. ANDERSON.....	DISTRICT PASSENGER AGENT.....	LOUISVILLE, KY.
G. L. A. THOMSON.....	CITY PASSENGER AGENT.....	LOUISVILLE, KY.
E. M. BRONSON.....	SOUTHEASTERN PASSENGER AGENT.....	CINCINNATI, O.
GEO. R. THOMPSON.....	SOUTHERN PASSENGER AGENT.....	NEW ORLEANS, LA.
CHAS. C. CURTICE.....	SOUTHWESTERN PASSENGER AGENT.....	DALLAS, TEXAS.
R. H. LACEY.....	TRAVELING PASSENGER AGENT.....	NASHVILLE, TENN.
F. E. STEVENSON.....	TRAVELING ADVERTISING AGENT.....	CHATTANOOGA, TENN.

JAMES McCREA,
GEN'L MANAGER.

PITTSBURGH, PA.

E. A. FORD,
GEN'L PASS. AGENT.

